





## WHIPPET FOURS & SIXES

INCREASED POWER  
LONGER WHEEL BASE  
CHROMIUM PLATED RADIATORS  
LONGER SPRINGS  
GREATER BEAUTY  
And LOWEST PRICES in their respective classes

SHOWROOM "DURO" MOTOR CO., LTD.  
SERVICE STATION NATHAN ROAD, KOWLOON.  
DISTRIBUTORS:—GILMAN & CO., LTD.

### CAR OF TO-DAY. THE CHRYSLER "75."

A writer in a Home paper says—  
The Chrysler "75" is of 90/60.  
horse power and has a 6-cylinder  
engine. It comes between the "65"  
and the "80" models.

The bore and stroke are 82.5 and 127mm., which make the capacity 4,123cc. The general build of the chassis is orthodox. The engine has forced feed lubrication, seven crankshaft bearings, a vibration damper in front, side valves, and a four-bearing camshaft. For import to Britain the steering box is held to the frame on the off-side; while this makes the near-side of the engine tidy, it rather fills up the off-side. On the near-side is the oil filler, which has no gauge in the cap, but there is a large hinged lid. The dipper gauge rod and the pressure regulating valve are near at hand; on the dash there is a circular oil purulator. There is a filter in the sump, where the pump is, but it can be reached only by dropping the base. Drainage entails unscrewing a bottom plug. The starter is very accessible under the bonnet and engagement is made mechanically before the current is applied; this plan makes for quietness and reduced wear. The film radiator is carried in a shell, which in turn is held to the cross member; there is a thermostat to govern the circulation, with a thermometer on the instrument board, and a similar device automatically controls the shutters in front of the radiator.

The bottom rubber hose connection is not very get-at-able. There is a tap to drain the system. Behind the radiator is a combined fan and impeller. The gland of the impeller can be adjusted and screwed back enough to allow repacking to be done. The tension of the belt is altered by moving one flange of the top pulley. The cylinder head is not difficult to lift after the vertically driven distributor has been drawn out. The sparking plugs are easily reached in the head; the wire connections, though convenient, look rather cheap. It is simple to examine the distributor and make-and-break.

**Other Features.**  
Timing is by chain, and regulation can be made from outside by moving the generator. The six-branched exhaust manifold is cast with the inlet and both are held with brass nuts. Some of these are rather tucked away. The exhaust pipe is taken down at the back end of the manifold, but is in front of the rear burner arm. The carburettor and air cleaner can be got at, but they make the rear group of tappets and the electrical connections at the bottom of the steering box awkward to reach. The tappets, however, can be tuned after the air cleaner, petrol pipes, and cover plate have been detached. There is a small shield below the carburettor to divert any drips from the electrical connections. An electrical heater is supplied in cold weather. An automatic fan is fitted to the dash and below it is a glass bowl strainer. It should be possible to cut this out if desired. The main tank is at the back of the chassis and has a large filler, but no filter, towards the rear-side.

**Gears and Bearings.**  
Unit construction is employed for engine, clutch, and gear-box, together with four-point suspension with rubber. The two forward points are to a dropped cross member. Inclusive of the rear engine support the frame has seven cross members. The single-plate dry clutch has friction rings and coil springs and can be adjusted. The spigot bearing is a bronze bush packed with graphite and the same—rather negative—means are used for the clutch pedal shaft bearings. The usual type of three-speed gearbox with central finger lever, without stop to reverse, is installed. There is a small level filler on the off-side and behind the box an external hand brake is worked by a level just to the off-side of the speed lever. Wear in the lining is taken up by turning a nut on the top with a spanner. The floor boards are screwed down; this tends to lead to neglect of such parts below as the battery. Torque is taken by the springs and the open propeller shaft has metal universal joints. The back axle is half-floating and has spiral bevel gearing in a banjo-shaped housing. The customary small level plate is fitted to the back cover-plate. The chassis springs front and back are half-elliptical. (Continued on next column).

### WILLYS' PLANTS IN EUROPE.

#### PRESIDENT'S VISIT OF INSPECTION.

New York, May 15.—John N. Willys, president of the Willys-Overland Company and Chairman of the Foreign Trade Committee of the National Automobile Chamber of Commerce, sailed to-night on the Berengaria for a two weeks' inspection tour of the company's factories in Manchester and Berlin. The primary objective of the trip is to consult with the company's European executives on plans for handling the greatly increased Willys-Overland overseas business. "In the first four months of 1929," said Mr. Willys, "we exported 17,000 Willys-Knights and Whippets. This is a new high record. April exports totalled 4,323 cars, and indications are that May exports will show better than a 50 per cent. gain over May of last year."

"Increases in foreign business are widespread. Not only Europe but South America, Australia, New Zealand and the Far East are giving us large volume of orders. Numerous foreign distributing points are ordering from 50 to 250 per cent. more cars than last year. Immediate plans include the export of a large volume of the new 1½ ton Whippet Six commercial units, besides the line of passenger cars in which six-cylinder sales show a marked increase."

and owner-drivers will appreciate this system of shacking with enclosed rubber blocks so that squeak or need of lubrication is avoided. The back springs are underslung and, like the front, have no excessive camber. The springs are well clipped and work with snubbers. The four-wheel brakes operate on the Lockheed hydraulic principle and are internally expanding. The tank which automatically feeds the master cylinder is separate on the dash under the bonnet. Worm and sector are used for the steering.

**Tyres.**  
The tires are rather smaller than usual, being 30in. by 6in. The spare rim and tire, in a cover, are kept at the back. A luggage grid can be had as an extra. Included in the standard equipment are fenders, chromium plated bumpers, and an anti-dazzle rear view interior mirror. The four-five seated metal saloon body provides good entrance front and back by the four doors, and in the model submitted for test, which sells at £345, there were six side windows. The winders for the six glass doors are wide and give a good view. There are ventilators in the saloon. The saloon is thoroughly comfortable. The steering wheel is well set up and the finger controls above are handy. The steering is rather low geared. This car had only done about 300 miles, and no doubt the steering will get a little freer with more use, though it was not heavy. The action was free from vibration and the lock is exceptionally good. The engine is most pleasing and the best part of the car. Its acceleration power was excellent, as it should be for its size, and it ran smoothly, even when abused. There was no tendency towards over-heating, and quietness was preserved up to near the maximum rate. The lower gears could be made quieter, although they are not much needed. The clutch worked well, and the pedal does not stand out too far. The suspension could be improved for light loads, such as two persons. The hand brake was of use, but was inclined to be harsh. It is, presumably, chiefly intended for parking. The hydraulic four wheel brakes were well graded, strong, and even. The back off-side brake was inclined to squeak, probably because it was new. The machine, when fully run in, has a guaranteed speed of 75 miles an hour, about 40 and 50 are comfortable maxima for a slightly fast speedometer. 57 was touched on the stretch, 30 and 52 were the rates on the new hill, and with a standing start on top the summit of the old Dashwood Hill was cleared at 23 miles an hour. In both cases the acceleration was good and steady. The roads were dry; there was a very slight contrary wind.

The wheel base, track, and ground clearance of this model are 121, 55, and 8½in. The gear ratios on top, second, and first are 4.3, 7.7, and 13.62 to one.

## MOTOR NOTES

### CAN WOMEN DRIVE TAXI-CABS?

WAR-TIME EXPERIENCE  
SUGGESTS THEY  
CANNOT.

There is some speculation among London taxi-drivers whether women will enter their occupation now that extra screen protection is being allowed on the front of taxicabs. For some reason not explained, women, who have invaded nearly every calling, have never taken to taxi-driving. It was suggested to a reporter recently that they were dismayed because bad weather spoiled the complexion; men drivers sometimes used shocking language; long waits in idle ranks were irritating; the finding of obscure places in London was too baffling a task.

Another possible reason why women have not taken to taxis is that the examination which it is necessary to pass before a licence can be obtained is too much for them. Some of the questions published by Scotland Yard are posers, and the would-be taxi-driver has to know without hesitation the way, for example, from Farringdon Street to the Arsenal football ground, from the Chinese Legation to Waterloo Station, from Tunell Park to the Royal Free Hospital.

The Commissioner of Police was asked whether women had ever applied for licences to drive taxis, and whether there was anything in the regulations to prevent women from taking out licences. "During the Great War a large number of women applied for licences to drive motor-cars in the Metropolis," he said, in reply, "but four only were able to pass the necessary examination, and these held their licences for only short periods. There are now no women licensed as cab-drivers in London, and the regulations contain no reference to female drivers."

Recently Scotland Yard, in response to representations, have allowed cabs to be fitted with extra quarter screens shielding the driver's seat.

### 90-MILES-AN-HOUR WOMEN.

#### PRINCE GEORGE WATCHES RACING THRILLS.

Prince George was among the large crowd who watched three women putting up an heroic fight in the most gruelling task ever set to British motor-racing drivers at Brooklands.

They had "been racing round Brooklands race track all day at a furious pace in an effort to attain a lead in the greatest motor race ever staged in this country, the double twelve hours' contest, promoted by the Junior Car Club, in which one hundred of the world's greatest motor-racing drivers are taking part."

Mrs. W. B. Scott, who has the reputation of being the fastest woman driver, has been driving round in her husband's motor-car, and, when she passed under the bridge at Byet, she was holding an animated conversation with her mechanic and waving her hand to friends on the bridge, although she was then lapping at more than ninety miles an hour.

**Two Disappointments.**  
There were two disappointments during the afternoon. Captain Woolf Barnato had to retire owing to dynamo trouble. Kaye Don, the first man away, held second place for two and a half hours, and provided more than one thrill for spectators by driving perilously near to the top of the banking by the members' hill before he also retired.

More than a dozen drivers dropped out during the day.

Italy was leading at the end of the first twelve hours, with Britain and Italy tying for second place, and Britain third. The speed of the four leading drivers was: 77.37, 81.35, 70.05, and 80.81 miles an hour.

The Italian drivers had both driven all day without any relief—a remarkable achievement—and when they finished they almost collapsed.

### DOBBIN HOLDING OWN.

Ottawa.—The automobile has not supplanted the horse in the Dominion of Canada. The Canadian Bureau of Statistics show that in 1928 there were 3,376,394 farm horses there, valued at more than \$225,000,000. This figure is a decrease of only 17,647 over 1925. The value of all livestock on Canadian farms at the end of 1928 is put at \$821,403,000.

### BRITISH ENGINE IN GERMAN PLANE.

Bayreuth, May 17.—The A.G., recently won the East Prussian Flying Competition with their BFWM fitted with an Armstrong Siddeley Genet Engine.

### MERGER OF MOTOR-COACH SERVICES.

EUSTON A GREAT LONDON  
ROAD TERMINUS.

A great merger of motor-coach services with a large number of other concerns operating in the south and south-west of England has just been completed by Cambridge Coaches.

The new company will be known as the London and Southern Counties Motor Services, and its first chairman will be Colonel T. H. Mitchell, chairman of the British Motor Truck Company, Limited.

The site of the old City and South London Tube station in Seymour Street, near Euston Station, has been bought on which to build a coaching station.

### "THE CAR THAT PAYS FOR ITSELF."

A "Star" Car owner, travelling in Kansas, took the car to a garage for the night in the town of Wamego. In the morning when he went to get it and pay for storage, the garage-owner refused payment. "No," he said, "I won't take a car like this in my garage!" The owner of the car, when telling the story, says: "You can bet he'd been all over and under it!" A car which can earn its night's lodging in this way may indeed claim to be "the car that pays for itself!"

### PEDESTRIANS AND ACCIDENTS.

At a meeting of the Carmarthen-shire Standing Joint Committee at Carmarthen, the Chief Constable (Mr. W. P. Phillips) said that an analysis of traffic accidents in the county last year showed that the responsibility could, in a greater degree than was attributable to any other cause, be assigned to the carelessness and thoughtlessness of pedestrians. Of a total of 437 casualties during the year, 114 were to pedestrians who incurred personal injury in accidents for which they alone were responsible.

This number was more than double that of those injured through no fault of their own. Next in order of responsibility came motor-cyclists. They were concerned in accidents involving personal injury to 213 people, the cyclists themselves being the victims in 124 cases. The Standing Joint Committee directed the Chief Constable to urge the members of the police force to exercise special vigilance in regard to motor-cyclists.

### STARTING THE SEASON WELL.

At the opening meeting at Brooklands Track this year eight races out of nine were won on K.L.G. plugs, including Kaye Don's Brooklands record lap at 132.48 m.p.h. and the Founder's Cup won by G.E.T. Eyston.

## WILLYS KNIGHT CARS & TRUCKS.

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### MOTORING ON LEAVE.

Every year sees more and more consideration given to the motoring requirements of visitors to England, and the use of a car throughout the stay is so easily acquired and the cost so reasonable, that the advantage is now within reach of hundreds who have hitherto regarded it as a luxury rather than a matter of course.

An arrangement whereby the car is repurchased at a definite price fixed at the time of the sale has long been practised by the leading London agents, but though this is probably the most important feature of the scheme, it is by no means the limit of the services that have made leave motoring so popular, and the recent developments in the well-known London house of Shaw & Kilburn will be particularly interesting to intending visitors.

In addition to obtaining a guaranteed re-purchase price, it is now possible to acquire a car by deferred payments so that the amount of capital put into the purchase is considerably reduced, whilst those with more limited purses benefit by the extension of the re-purchase scheme to include slightly used cars in guaranteed first-class condition at surprisingly low prices.

Perhaps the greatest advance is the maintenance service, which Shaw & Kilburn extend to all who purchase their cars through this organisation. It includes free inspections of visitors' cars at intervals throughout the stay, and it is only necessary to visit the huge premises at 114, Wardour Street to see the state of efficiency at which this service has arrived.

Visitors will be well advised to call at Shaw & Kilburn's offices before making definite arrangements with regard to the use of a car whilst in England.

## More for your money in this new STUDEBAKER EIGHT



STUDEBAKER'S NEW COMMANDER EIGHT CONVERTIBLE CABRIOLET FOR FOUR—Six wire wheels, folding luggage rack, hydraulic shock absorbers and ball bearing spring shackles, standard equipment.

AT LESS than the price of many sixes, of this thrilling new Studebaker Eight. Consider its 80 horsepower, its sparing petrol and lubricant consumption. Test for yourself its championship performance—which has won for Studebaker-built cars every official American stock record for endurance and speed. Compare its value and you will marvel that even Studebaker, with all its 77 years experience and manufacturing resources, could set the price so low.

Make your own test of the operating economy

### Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 14,528 miles); The Commander Eight; The Director (20,000 miles in 10,111 miles); The Zephyr (10,000 miles in 9,544 miles). Each is backed by Studebaker's 12-month guarantee.

PRICES RANGE FROM H.K. \$2,320.00 TO H.K. \$6,140.00.

### "READY FOR DELIVERY"

Erskine Tourer	H.K. \$2,320.00	Studebaker Director Tourer 7-pass.	H.K. \$3,48,000
Erskine Royal Sedan	H.K. \$2,900.00	Studebaker Commander Sedan	H.K. \$4,530.00
Studebaker Director Tourer 5-pass.	H.K. \$3,380.00	Studebaker President Limousine	H.K. \$6,140.00

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## MOTOR NOTES.

SIR HENRY SEGRAVE ON  
MOTOR-CAR BRAKES.EVIDENCE IN PATENT  
DISPUTE.

Sir Henry O'Neil Deane Segrave, the holder of the world's motoring speed record, gave evidence before Mr. Justice Astbury recently in the Chancery Division in an action brought by the Société Anonyme Servo-Frein Dewandre, a Belgian company, against Citroën Cars, Limited, of Brook Green, Hammer-smith, for the alleged infringement of the plaintiff company's patent for vacuum brakes on motor vehicles.

The defendants deny the alleged infringement.

Sir Henry Segrave stated in reply to Lord Halsbury that he had been interested for a considerable time in motoring and recently accomplished in America a record with his car, the Golden Arrow.

Lord Halsbury: On the Golden Arrow were there two mechanisms fitted in accordance with the Dewandre invention, one for actuating the brakes and one for actuating the clutch?

Sir Henry: Yes. He added that for some time before 1919 there was a desire in the motoring world for the more efficient braking of cars, and the four-wheel brake was introduced. He agreed that an intermediary system of power braking was necessary between the foot and the pedal mechanism, but there was no such system of vacuum braking before 1919. The Dewandre brake was the first four-wheel brake which was successful for practical commercial purposes.

Lord Halsbury: Since the fitting of the Dewandre brakes on the Golden Arrow, have you become a director of the plaintiff company in England?

Sir Henry: Yes.

Thirty-six companies abroad, Sir Henry stated, had standardized the Dewandre brakes and hundreds of thousands of them had been supplied. In his experience the plaintiff's system was absolutely satisfactory.

Cross-examined by Mr. F. E. Bray, for the defendants, Sir Henry said that in the last 10 years the normal speed of cars had greatly increased and much heavier cars were used—such as lorries, charabancs, motor-coaches, and vans. Four-wheel brakes were introduced to cope with high speed and heavy weight and were used in all racing cars. He considered a vacuum brake more efficient than a compressed air brake, which was more delicate. He had had personal experience of the Dewandre brake for about five years. He had tried every known system and preferred the Dewandre brake. It was the most simple system to fit to a car. Improvements had been introduced, but there had been no alteration in the last three years.

The hearing of the action was not concluded.

SIR JOHN E. THORNYCROFT  
BECOMES A RAILWAY  
DIRECTOR.

An interesting link has recently been forged between railway and road transport interests by the appointment of Sir John E. Thornycroft to the board of directors of the Southern Railway.

Sir John is managing director of the well-known firm of engineers and shipbuilders, John E. Thornycroft & Co., Ltd., with extensive works at Southampton. Being the production of ships, motor vehicles and marine engines, which find their way into all parts of the world.

Now that British railways have secured Parliamentary powers to operate motor vehicles great developments are proceeding. The Southern Railway have not yet followed the lead of the Great Western, and London and North Eastern, who have established regular road services operated by motor coaches or omnibuses, but it is believed that the Southern Railway have intentions of embarking on similar services, and it is significant that prior to joining the railway directorate Sir John E. Thornycroft paid an extended visit to South Africa, where he had an opportunity of investigating the co-ordinate system of rail and road services operated by the South African Railways.

Sir John E. Thornycroft is regarded as one of the leading authorities on motor engineering and transport, for he has been greatly responsible for the wonderful evolution of Thornycroft motor vehicles to their present high standard of efficiency since the first self-propelled commercial vehicle to run on British roads, was built in 1895.

## STANDARDISING LEYLANDS.

## INCREASED BUSINESS.

Leyland Motors, Ltd., must certainly be getting its full share of the heavy motor business, for, in spite of the fact that the output of this important Lancashire firm has been, to some extent, hampered during the last 18 months by the introduction of new models, it has not only increased its output considerably but has, at the same time, maintained a record number of orders on its books.

The Company's plans for still further increasing its output will be of interest to those whose activities are connected with vehicles, for it is expected that shortly the output, probably even now the largest of any British firm devoting its energies exclusively to commercial vehicle manufacture, will increase rapidly. The reason for this supposition is not far to seek. Since the introduction of its six-cylinder models, the Titan and Tiger, which are now used almost universally by the larger bus operating companies throughout the United Kingdom, the Company has been steadily experimenting with, and has already produced, further designs which incorporate many of the units of these two popular models.

In consequence there is an increasing standardisation which reduces the number of different units passing through the shops, thereby enabling the flow of parts to be speeded up and regulated much more easily than was the case before the introduction of the new models. This standardisation of units must be of vital interest to the user, quite apart from the influence it has in accelerating production, for it will, naturally, result in a reduction of the number of different types of spare parts which the user of mixed Leyland fleets will have to keep in future.

Standardisation of units is, by no means, the only way in which the management is tackling this difficult problem of meeting with the demand for Leyland vehicles. The latest machine tools, the majority of which, it is pleasing to note, are of British manufacture, are being added almost daily, and jig and tool and general drawing offices, planning departments, and in fact all those offices intimately connected with production are being increasingly concentrated, near to their respective departments, in the works, with the result that much valuable time and energy is saved.

Quite apart from the increasing demand for Leyland chassis, the demand for Leyland-built bodies has necessitated further extensions and new methods in the coach-building parts of the factory. Line erection is becoming almost a standard practice and separate shops have been allotted to each distinctive type of body. As an instance, a complete new shop with a floor space of 25,760 sq. ft. has recently been added, solely for the construction of the "Titan" double-decker, but even this has proved inadequate and an additional plant to deal with the overflow has had to be put down at the Company's South of England factory, already fully occupied with the "Tiger" chassis.

If the preparation which Leyland Motors, Ltd., has made to meet the demand for Leyland vehicles is any criterion of the heavy motor industry, then there is a big future for the heavy commercial vehicle.

## ANOTHER BRITISH RECORD.

The popularity of the British motor cycle is growing rapidly, and many factories are working overtime—some on night shifts. The passing of the grant frost, and the advent of pleasant weather conditions all over Europe have given full order books to manufacturers. One concern, Ariel Works, Ltd., actually prepared and despatched more than 1,000 complete motor cycles during one week, which is thought to be a record in the history of motor cycle production.

## SOME "T.T." RIDERS.

For this year's T.T. Races in the Isle of Man, Messrs. A. J. Stevens & Co., Ltd., have entered Messrs. W. L. Handley, T. Spann and F. A. Longman for the senior and junior races, and Mr. R. F. Parkinson, who will ride in the junior race only.

ANOTHER MOTOR CYCLIST  
PRINCE.

Prince Olaf of Norway, like his relative, Prince Carl, Jun., of Sweden, has joined the ranks of motor cyclists, and has acquired an all-British Ariel motor cycle.

## THE WAY TO SUCCESS.

SIR HERBERT AUSTIN'S  
RECIPE.

Sir Herbert Austin, the famous pioneer of the motor industry, writes in *Success* his ideas of how to get on in life.

His recipe may be epitomised in three distinct commands: "Do it now," "Do it well," and "Don't waste your time."

There are certain things people all the world over do not like doing, he writes. We are always putting off doing something or other, and he confesses that at the moment of writing his advice on success he was dilly-dallying about going to his dentist.

The first Austin car was a three wheeler, and would cause much amusement if it were to appear in the London streets to-day.

## Admiration.

Amusement, however, must turn to admiration when it is realised that this car was the result of an idea which has grown and branched into the Austin Motor Company, Ltd., with a capital of £2,100,000, an average of £20, 12,000 employees and a production of 1,000 cars a week.

Herbert Austin, sailed for Australia when he was seventeen years old, and was apprenticed to a business which manufactured sheep shearing machines.

He was soon making great improvements in sheep-shearing machines, and became associated with a brother of Lord Wolseley in trying to convert farmers to the use of the mechanical shearer.

## The Great Idea.

Then the great idea came to him, and he returned to England to try to obtain the necessary financial backing to carry it out.

All the world knows how he succeeded.

If ever a career was carved on foresight it is that of Sir Herbert Austin. He is, in the first place, gifted with a mechanical mind akin to genius, and even in his teens this pioneer could clearly see what he believed would be the mechanical developments of the future.

IRELAND'S FIRST SLEEPER  
COACH.

Taking up the challenge offered by two English road transport companies, Mr. T. J. Furey, of Furey's Tours, has now given Ireland her first "sleeper" on either road or rail. This is intended to run between Dublin and Cork, via Limerick, a distance of approximately 150 miles.

The projected service is a venture which would seem to have in it all the elements of success, for whereas formerly the business man, travelling by rail, expended nearly three days upon the round trip, he will now be able to embark in the new motor coach on the evening of one day, enjoy a good night's rest, alight the next morning to find breakfast awaiting him at a pre-arranged hotel, conduct his business, and be back at home early the following day.

The new Pullman Sleeper is mounted on one of the well-known 25-50 h.p. forward drive, model "A.E.C." chassis, built by The Associated Equipment Co., Ltd., of Southall, Middlesex, England. The body, painted outside in an entrancing combination of mauve and white, picked out with gold, is the work of Messrs. Strachan, and according to expert opinion, in decoration and appointment is the acme of luxury in modern motor coach practice.

The seating accommodation is arranged in eight different sections, each having two transverse seats for two people facing one another, and when used in the day, 33 passengers can be carried. Of these divisions four are slightly raised from the main floor level, and the remaining four placed at the front and rear (lower) entrance levels. They are each provided with curtains which can be drawn or opened at will, and have two Beclawat sliding windows, an individual Airvac fitting, a separate light switch and bell push. There are also cunningly designed racks and cupboards for the reception of luggage.

The conversion of the compartments into sleeping berths is accomplished within the space of a few seconds by the simple process of swinging the back cushion of one seat into a central position, and altering the angle of the other to form a head rest. Thus is the nocturnal traveller provided with a bed which sets its own standard of comfort, and offers every inducement to succumb to the charms of Morpheus.

The features of the coach include also, behind the driver's seat, a refreshment bar, and on the opposite side of the corridor, a lavatory.

MOTOR CYCLES IN  
POSTAL WORK.

In the course of a lecture given recently by Mr. F. Lane at the Institute of Transport, in London, considerable information was forthcoming about the history and use of motor cycles in Postal transport work.

In 1902, the Post Office first showed a direct interest in motor transport, when motor cycles, motor cycle combinations, and triars were hired for experimental purposes. By 1913 these experiments had developed into practical and satisfactory working, and in 1914 the Post Office made their first outright purchase of 20 motor cycle combinations.

The advent of the War, however, interrupted the programme, and it was not till 1919 that attention was again given to this method of postal collection and delivery. Light and heavy motor cycle combinations were bought in increasing numbers, and in 1924 solo motor cycles were put into operation for the first time for rural deliveries and collections, and have substantially proved their efficiency. Their use is now being extended to towns. There is every probability of further expansion in the solo motor cycle fleet, which has been found to be a rapid and economical form of transport.

## Latest Type.

The latest type of motor cycle to be introduced is the 2½ h.p. production fitted with a pannier carrier over the rear wheel or with a light sidecar of 8 cu. ft. capacity.

The present composition of the motor cycle fleet is as follows:—  
Heavy motor cycle combinations ..... 54  
Lightweight motor cycle combinations ..... 149  
Solo motor cycles ..... 235  
438

New machines are being introduced at the rate of over one a day and saturation point is not yet in sight. Their distribution throughout Britain is widespread. For instance, motor cycles are in use in remote parts of the Highlands of Scotland and Northern Ireland; the greatest development, however, is in the Midlands, where conditions are particularly favourable. Birmingham and Coventry are constantly increasing the numbers of their light mechanical transport.

For motor cycle driving, efforts are made to secure young postmen in the lower reaches of the wage-scale. Nevertheless, men between 45 and 50 have been successfully trained to ride motor cycles.

Sound inspection and maintenance arrangements are serious problems for the Post Office, in view of the exceptional demands made upon the machine, and although the postmen-drivers are instructed in minor repair work, it is impossible for them to carry out the major overhauls, therefore the manufacturer, with an efficient service organisation has a considerable advantage over his competitors.

Careful statistics are kept of traffic accidents, which in view of the mileage run and the strenuous demands made upon machines and drivers, are satisfactorily few. In proportion to the number of vehicles employed, the van has the highest accident percentage, followed by the motor cycle combinations and the solo motor cycle in the order named.

There is considered to be a great future for light motor transport in Post Office work, and the motor cycle is likely to play a prominent part in further schemes of development.

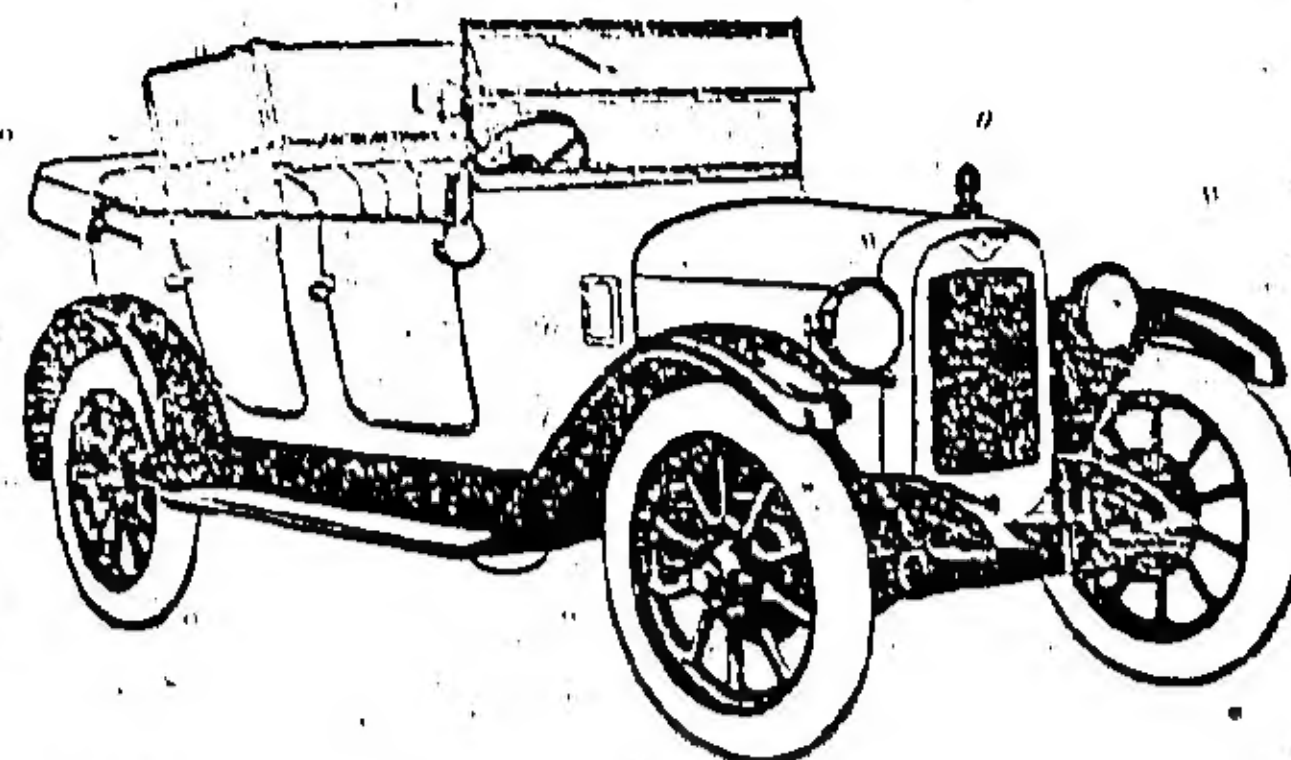
MOTOR TRAFFIC IN  
BRITAIN.

There appears to be a mistaken impression in some circles (says the Automobile Association) that the provisions of the Bill recently introduced in the House of Lords by Lord Cecil, dealing with motor traffic in Great Britain, have actually passed into law. This, however, is not the case. The Bill has been referred to the Royal Commission on Transport, and its provisions will receive consideration in conjunction with representations of Local Authorities and any other bodies interested in the development and control of motor traffic.

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is the time

to buy your Car.



12 H.P.

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a heavy load,—that's when  
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**WATER EMERGENCY COMMITTEE'S APPEAL.**

PLENTY OF LIGHTERS TO HANDLE INCOMING SUPPLIES.

**PROGRESS WITH "WEST RIVER FLOTILLA."**

"We should like to make a special appeal to everyone, and most of all to those in a position which gives their words weight, not to make rash statements or to repeat rumours about the water shortage which may have the effect of causing unnecessary alarm and anxiety," said an official of the Water Emergency Committee yesterday, in conversation with our representative.

"It is quite untrue," he added, "that we are unable to take water owing to lack of lighters. It was then stated that to-day they expected to take 1,700 tons of water from sea-going ships."

The Island storage on Monday was 192.75 million gallons and the reservoir decrease was 19.96 million gallons. The consumption was 30.18 million gallons.

For the same date the mainland storage is 80.51 million gallons the reservoir decrease 5.10 million gallons and the expenditure 14.64 million gallons.

**READY FOR 1,700 TONS TO-DAY.**

Officials of the Water Emergency Committee view the situation with every confidence and our representative was informed that the Government plans were sufficient to keep the Colony supplied with enough water "to keep things going."

The scheme for obtaining water by a service of about seventy lighters plying up the West River is well on its way and nearer operation than people imagine. "There is a lot to be done," said an official of the Water Emergency Committee, "but the Shipping and Landing Committee will be considering details at their next meeting (this afternoon). The lighters have to be grouped into classes according to size, etc., and for convenience of towing. Then there is the cleaning process which takes about five days. The Kausung will probably be used for towing duties on this service."

**Ready for To-day's Consignment.**

"It is quite untrue," said our informant "that we have not got sufficient lighterage to handle supplies from deep sea ships. We expect on Wednesday (to-day) 700 tons by Cyclops, the remaining 300 tons aboard the Proteus which could not be taken till she came out of dock, 325 tons from the Yatshing and 370 from the Szechuen. That is 1,700 tons and whole lot will be discharged to-morrow. A 450-ton S.O.C.O.N.Y. lighter has arrived and will be ready by Thursday or Friday. The Fu Kwang, is expected from Shanghai, with 950 tons of filtered water on Saturday. A report that a Japanese ship had been delayed is denied. The vessel took 200 tons of "boiler water" and any delay was due to not applying to the right quarter."

**A Safe Supply.**

All water is chlorinated before being discharged into the water-front tanks. This is done in the lighters, except in the case of the Foochow supply which is chlorinated in the ships' tanks.

The water takes about two hours to settle and a certain amount of free chlorine may remain giving a cloudy effect. Complaints have been heard of the quality of the imported water, but though the above defect may be noticeable and a small quantity of sediment necessarily collects at the bottom of the tanks, especially the cement tanks, the populace can rest assured that the supply is clean and wholesome. The use of alum and a special seaweed (which has a chlorinating effect) is unnecessary.

**The Tanks.**

One of the cement tanks on the Praya is cracked and out of commission. It will not, however, take long to repair it. The tanks are standing the strain very well. The cement tanks hold 300 tons (60,000 gallons) and the steel tanks about

150. Some thirty tanks are functioning and when the West River flotilla is in operation there will be no difficulty in keeping them full.

**Rainmaking and "Side Shows."**

The Emergency Committee have great hopes of the R.A.F. "rain-making." Machines were up yesterday but it doubtful whether the heavy shower over Stonecutters Island and in the New Territories during the morning can be attributed to them.

Four flights, each by two machines, were made, two at Kowloon and two at Hong Kong. The "operations" at Hong Kong were on an extensive scale, but no report is to hand of the result. There were, however, several showers, but it is too early to "ascribe causes."

The Tsun Wan is still yielding about 250,000 gallons a day and the Laichikok supply is about 500,000. Extra pumps have been fitted below the Shingmun catch-water and the P.W.D. has completed a new "dry weather flow" at Tytam Tuk, to catch water that would otherwise run into the sea—when the rain does come.

**THE PRESENT POSITION.**

**ISLAND STORAGE.**

According to the P.W.D. weekly statement the total storage in the island reservoirs on the morning of Monday, June 17, amounted to 192.75 million gallons showing a decrease of 19.96 million gallons during the past week; the amount collected from streams being 4.40 million gallons.

The weeks' consumption totals 30.18 million gallons and is made up as follows:—

From City mains	24.30
From Taikeo	.55
From Lai Chi Kok	2.25
From Tsun Wan	2.15
From steamers, etc.	.34
<b>Total</b>	<b>30.18</b>

—To tanks.

**KOWLOON WATER WORKS.**

The storage in the mainland reservoirs on the morning of Monday, June 17, amounted to 80.51 million gallons showing a decrease of 5.10 million gallons during the past week.

The week's consumption including supplies to water boats and Hong Kong amounted to 14.04 million gallons. The yield from the streams during the week is, therefore, 8.94 million gallons.

The total reservoir supply is, therefore, 273.26 million gallons, and at the present rate of expenditure that means an eleven weeks' reserve in addition to what is brought in.

(Continued on next column).

**BRAVE CHINESE GIRL.**

**RESCUES SOLDIER OFF TAI WAN BEACH.**

According to a story related to a Daily Press representative yesterday, a young Chinese girl effected the particularly gallant rescue of a soldier who got into difficulties while bathing at Tai Wan beach. The soldier, who was one of a party, was swimming about 200 yards from shore when he suddenly called out for help.

His companions were too far away to hear his call but the girl, who was walking on the beach in company with an amah, saw the swimmer who was in need of assistance. Without a moment's hesitation she kicked off her shoes, ran into the water, and swam out to him.

She found that the bather was suffering from cramp, and was unable to keep afloat unaided. Although she was unable to speak English, the girl made the soldier understand that he was to keep quiet. She then struck out for the shore, supporting the bather as the same time.

As the soldier and his plucky rescuer reached the beach, the other members of his party ran towards them, not being aware that anything had been amiss.

The sight of the men running towards her frightened the girl, who took to her heels and ran away! The identity of this gallant young woman is not known, and it is regretted that her hasty flight prevented an appropriate expression of gratitude being made to her for the very plucky rescue she effected.

**TROUBLES AT TANKS AND FOUNTAINS.**

**GOOD TEMPERED QUEUES.**

Everyone praises the restraint and good temper shown by the general populace under these most trying circumstances. A certain number of cases, of which the two reported below are typical, come under police notice each day, but only emphasise how little trouble there is in the Colony.

**SCOLDING A CONSTABLE.**

At Central Magistracy yesterday, an old Chinese woman and her daughter were summoned for behaving in a disorderly manner at a street fountain. Giving evidence before Mr. E. W. Hamilton, a Chinese constable stated that he saw fourteen buckets at the head of a queue unattended by anyone except the old woman and her daughter. He was greeted with a storm of abuse when he removed all but four buckets from the line.

A visit to the Police Station followed, and the woman was warned but on returning to the street fountain the constable was abused again for an hour and finally he took the women to the Police Station again, and their names were put on the charge sheet.

The woman told the Magistrate that after waiting a whole day for water, she had the mortification of being turned out of the line. The constable followed her to her house and it was there that he arrested her. She also complained that when she was in the charge room, a European Inspector threw a book at her.

The case was remanded twenty-four hours.

**INTERFERING WITH A HYDRANT.**

An Indian watchman was fined \$5 by Mr. T. S. Whyte-Smith yesterday for obtaining water from a street hydrant. The defendant claimed that he saw water overflowing at the hydrant and merely took advantage of what the fates were giving him. The Police, however, stated that the hydrant was not overflowing and that the defendant was seen to bail the water from the hydrant.

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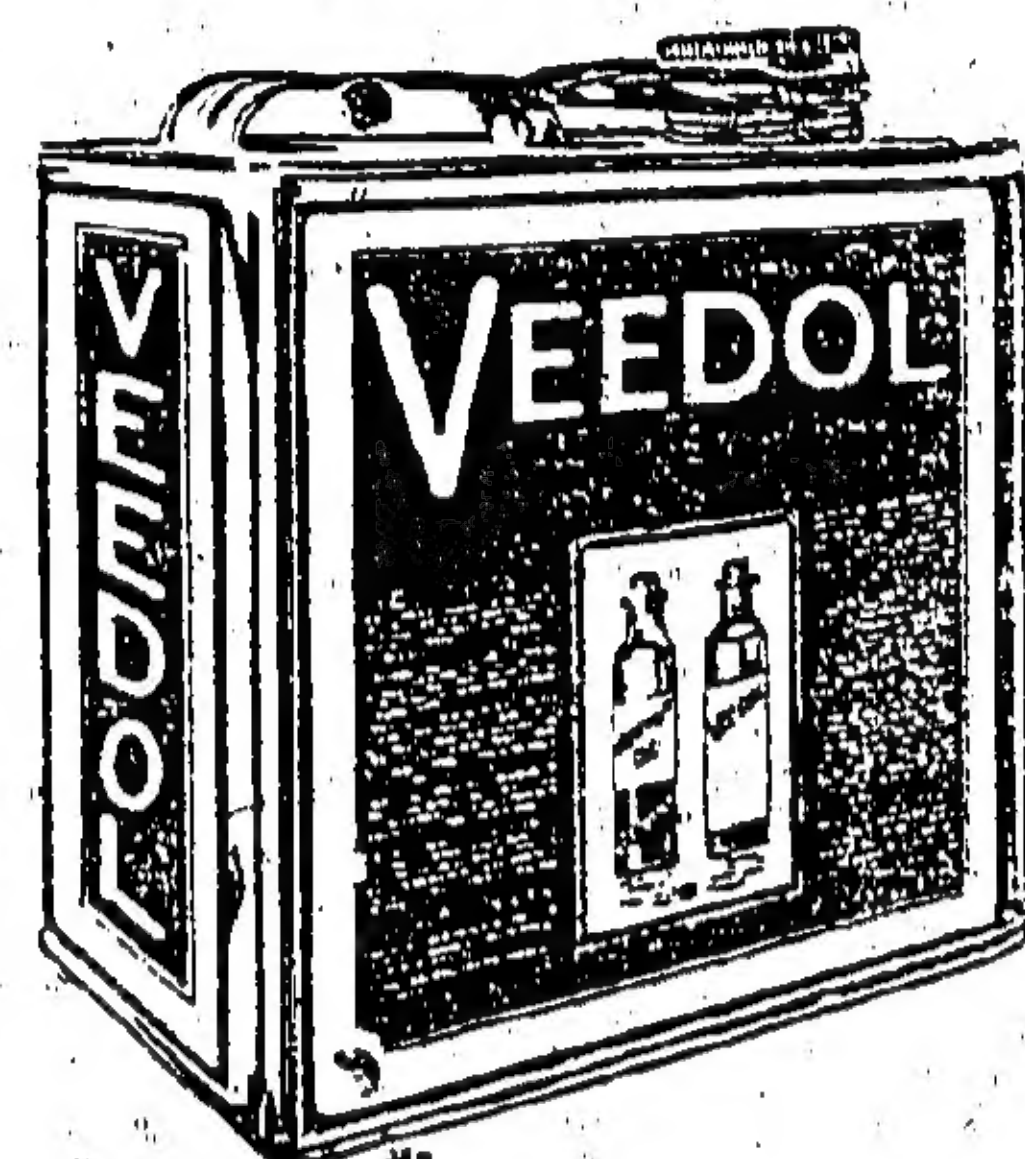


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**KWANGSI CLIQUE  
COLLAPSES?****SURRENDER OF LIU  
WOON IM.****PEI CHUNG HSI'S RIGHT  
HAND MAN.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 19.

Reports have come to hand that General Liu Woon Im, one of the most faithful subordinates of Pei Chung Hsi, has capitulated to the Nanking troops. This shatters the last hope of the Kwangsi clique. Their troops have been meeting with nothing but defeat only, and for a while now it has been a question of time before they were subjugated. But Pei Chung Hsi and Wong Shiu Hung determined to hold out in Kwei Ping and concentrated practically all their forces at this point. It was their plan to fight a defensive battle and then strike at Wuchow when the time was ripe. But their schemes have been frustrated by Liu Woon Im's surrender.

They have fled from Kwei Ping which is now in control of Liu Woon Im, whom they have denounced as a traitor.

Among the conditions given to Liu Woon Im are that he be made garrison commander of Kwei Ping and that no reprisals be taken on his troops.

With his surrender the Canton authorities expect that the anti-Kwangsi war will end before the close of this month.

**VICTORY AT SUNCHOW.**

This is confirmed by the local vernacular press who state that the military situation has again swung strongly in favour of Kwangtung. The Kwangsi troops failed to hold Sunchow, which fell on Sunday after "stubborn resistance." And have retreated to Nanking. They had been reinforced by about four regiments from the defeated Wuhan army, part of which made its way to Kwangsi via Szechuan and Kweichow, but this made no difference.

**IN SWATOW DISTRICT.**

The fall of Swatow has broken the back of the Kwangsi resistance in East Kwangtung. Hsu King Tong's troops, or such as remain of them, are retreating into Fukien, but the provincial army under Cheng Ching is sufficiently recovered to be again operating against the Kwangsi force and is in a position to cut off its retreat.

**THE "REDS" ROUTED.**

The Wah Tai Yat Pao states that the Reds under Chu Tak' and Mo Chak Tung have been driven out of Namhung in Northern Kwangtung by the Canton troops and fled to Taiyuling where they suffered a further defeat and have fled to Kiangsi.

**BURIED ALIVE.****LIVING CHILD FOUND IN  
CANTON CEMETERY.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 19.

A group of soldiers, walking down Sha Ho Road, through the public cemetery in the north-western suburb of Canton last night shortly after sunset, were startled to hear loud cries coming from among the graves. They stopped to investigate and, coming closer they decided that the cries, which were like those of a very young child, came from a small mound of loose earth. This they cleared away, and beneath it found a still living baby who kicked and cried with all his might. Probably the child had had a fit of some sort and had been taken for dead and buried. But for the prompt action of the soldiers he would soon have died.

The soldiers took the child to the nearest Police Station. But he has not yet been claimed by his parents. One of the soldiers said that if no claim were made he would like to adopt this small foundling, as he had no son of his own.

**DUCKS AND  
MUSHROOMS.****CANTON DELICACIES TO  
BE TAXED.****POPULAR INDIGNATION.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 19.

The Government's financial policy is becoming more and more unpopular. Canton is full of indignation because it has been decided to exact a paltry sum of \$4,700 a year from the mushroom and preserved duck dealers of Namhung near Shiukwan. Hitherto these two delicacies have never been taxed. But Mr. Fan Ki Mo, Commissioner of Finance, has given orders to farm out the tax. The dealers concerned are very angry and say that their trade will be killed. But the Government agents are going ahead.

**Fate of the Perfumes.**

Dealers in perfumery and cosmetics are still on strike, their appeal to the Government to cancel the special tax on their commodities having been rejected. No vanishing creams, Florida water, hair oil, perfumes or other cosmetics can now be bought in Canton. All the stores dealing in these things, including the Kwong Sang Hong, Honour & Company, and the She Fun Perfumery Company, are closed as a protest. Several big departmental stores are refusing to comply with the Government order.

In conversation with the representative of the Daily Press, one prominent dealer said that there is not the slightest excuse for the Government exacting any more taxes from their wares. Their raw materials, such as essential oils, talcum powders and pure alcohol have all been heavily taxed on being imported into Canton. The merchants cannot therefore pay any more without serious loss. But like the dealers in mushrooms and preserved ducks, the powder, rouge, and lipstick merchants are getting no satisfaction. They declare that they are prepared to remain closed permanently unless the Government repeals the "abominable tax."

**LOCAL DOCTOR MARRIED.****VALENTINE-NICHOLSON.****RECEPTION AT HONG KONG  
HOTEL.**

Dr. Douglas James Valentine, Medical Officer of the Government Medical Department, and Corps Surgeon of the St. John Ambulance Brigade, was married yesterday morning at the Registry before Mr. P. Jacks.

The bride was Miss Nina Emily Nicholson, who arrived on Monday by the Empress of Russia. She looked very charming in her dress of powder blue lace with a mauve and blue hat. Her bouquet was a sheaf of white lilies.

Mr. R. K. Valentine (bridegroom's brother) was "best man" and Mrs. Moore, the wife of Dr. W. B. A. Moore, was "matron of honour."

After the ceremony, photographs were taken outside the Hong Kong Cricket Club ground, and then the bridal party proceeded to the Hong Kong Hotel roof garden, where a reception was held at which a large number of friends were present.

Afterwards the bride and bridegroom left for their honeymoon, which will be spent at Fanling.

Amongst the presents received was a cut glass cry and ruby bowl from members of the St. John Ambulance Brigade, and forwarded to Dr. Valentine by the Assistant Commissioner with the best wishes of the Brigade.

**IDENTIFICATION  
PARADES.****CHIEF JUSTICE'S SHARP  
CRITICISM.****SESSIONS TRIAL FAILS.**

Police methods at identification parades received strong condemnation from the Chief Justice (Sir Henry Gollan) at the Criminal Sessions yesterday during the trial of a Chinese accused of robbery on a junk in April last year.

**Attack on a Junk.**

Outlining the case to the jury, Mr. H. K. Holmes, Crown Solicitor, described an attack on a junk in British waters midway between Castle Peak and Capatimun. Mr. Holmes said that the junk was on a trip to Hong Kong with a cargo of bricks, and owing to adverse tide had anchored at Tai Lum Chung. At 8 o'clock in the evening six men, of whom the prisoner was alleged to be one, took possession of the junk after imprisoning the occupants in the hatches. The junk was then taken to a creek in Chinese territory where they discharged the cargo. The gang had also taken property and money from the inmates, the junk master being sent to arrange ransom money for the others.

Mr. Holmes said that the junk was released on the intervention of the village volunteers after it had been three days in the creek. The robbers fled on the volunteers' approach, abandoning the boat and the people they were holding as prisoners.

The master of the junk gave evidence bearing out the Crown Solicitor's opening statement. He said that the accused was one of those who imprisoned him in the hold, and during the three days the junk was lying in the creek he saw the prisoner every day. The junk master's wife also gave evidence stating that the prisoner was armed with a revolver when she was driven into the hold.

**Evidence of A.S.P. Calthrop.**

Mr. L. H. P. Calthrop, A.S.P., gave details of an identification parade at the Water Police Station, the object of the parade being explained to the prisoner by an interpreter. Witness said that the prisoner elected to stand first in a row of nine men.

His Lordship remarked that the interpreter at the parade was not present in Court to give evidence. It was important that identification parades should be conducted very carefully.

Continuing, Mr. Calthrop said that the first witness pointed to the prisoner. In reply to his Lordship witness said he knew a little Cantonese and could follow what was almost a set formula used by the interpreter in explaining the objects of the parade.

**Chief Justice's Criticism.**

His Lordship refused to accept the evidence. Addressing the jury he said that identification parades played a great part in the administration of criminal justice. It was essential that they should be most carefully carried out or else there might be grave miscarriages of justice. Apparently the Police could not understand, but he hoped they would understand after this case. The witness did not know Chinese and he asked the jury to guess at what took place. It was unfair to everyone and became a public danger. He must ask the jury to return a verdict of not guilty.

After a brief consultation, the jury expressed a desire to hear the interpreter at the identification parade. His Lordship pointed out that he was not being called. A verdict of not guilty in accordance with his Lordship's ruling was then returned by the jury.

Addressing Mr. Holmes, the Chief Justice said:—"Something must be done about this. It is disgraceful. It is essential that these parades should be properly carried out. It is perfectly easy to follow the rules. An identification parade is a most valuable stage in a criminal prosecution. It is monstrous of the Police not to take the right steps. Surely an Assistant Superintendent of Police who carries out a parade must have some rudimentary ideas of the laws of evidence."

The prisoner was discharged.

**OTHER CASES ADJOURNED.**

In the afternoon, before opening the trial of a Chinese accused of robbery with others in the servants' quarters of Armad Building on May 1 this year, Mr. Holmes applied for adjournment in order that the interpreter at the parade might be called. His Lordship granted the application, adjourning the trial till July 2—the same date as the murder trial before the Puisne Judge (Mr. Justice Wood). The case was adjourned owing to the indisposition of Mr. Leo d'Almada, jun., defending counsel.

**FRAUDS ON LOCAL  
WHOLESALEERS.****FOUR CHINESE BEFORE  
MAGISTRATE.****GOODS FOR A DUMMY FIRM?**

Four Chinese appeared before Mr. E. W. Hamilton yesterday on charges of obtaining goods in the name of the Man Woo Chung firm, by pretending that the firm was a sound paying firm when in fact it was not.

Evidence was given by representatives of several firms to the effect that goods were ordered on behalf of the Man Woo Chung firm by one of the defendants. Credit was arranged in every case but no payment was ever made and the firm closed its doors some time ago. The defendants were arrested in Macao and some of the goods ordered from one store were recovered.

The accountant of the Wing Tai firm, No. 118, Des Vaux Road Central, stated that the first defendant called at his shop and ordered a quantity of milk, oats, jam and meat and arranged to pay for them in two weeks' time. The goods were delivered at the Man Woo Chung firm, the second defendant being there to take delivery. When he called again in a fortnight for payment, he was put off for a few days. He called again on several occasions and eventually found the firm closed.

The accountant of a tooth brush dealer related a similar story, identifying the second defendant as the man who took delivery of a parcel of toothbrushes from him.

A member of a tile shop told His Worship that following an arrangement with a man who represented himself as being from the Man Woo Chung shop, he shipped a quantity of tiles on board a junk. He went to the Man Woo Chung shop to get their chop on his delivery book to show that the tiles had been shipped as arranged. He identified the third defendant as one of the men in the shop. Witness had been unable to obtain payment.

A timber merchant stated that he had been similarly victimised but he could not identify any of the defendants.

When defendants were asked if they had anything to say, they denied ever having seen any of the witnesses. The second defendant said he was a fuki in a shop at Des Vaux Road West and the case was adjourned forty-eight hours to enable the Police to make inquiries.

The first defendant was also charged in respect of a similar swindle perpetrated on a biscuit and confectioners' shop. Evidence of this case had been taken previously and the decision will also be given on Thursday morning.

The fourth defendant was discharged, there being no evidence against him.

**MAN WHO COULDN'T SWIM.****JUMPS INTO HARBOUR TO  
"SAVE" CHILD.**

There was a spice of comedy about a little incident which occurred at Wanchai, near the Chinese circus, yesterday morning. A young European, who was standing on the Praya, seeing a little Chinese child struggling in the water, jumped into the harbour to "save" him.

When he saw the young man's actions, the youngster's "struggles" suddenly ceased and he swam quickly and easily towards a nearby sampans, apparently under the impression that the European was after him for some breach of the harbour regulations.

The European, however, was himself unable to swim and had to be rescued by the women in the sampans. Beyond swallowing a small quantity of sea water, he was not seriously affected by his immersion and made light of the affair.

"It doesn't matter; it was nothing," he said to our representative. "The child was able to swim, fortunately. I thought it was drowning and didn't know the water was so deep."

His sense of modesty prevented him from going further, but we understand he is an official of the Sanitary Board.

**THE K.O.S.B. COURT  
MARTIAL.****HOW R.I. ACCOUNTS  
WERE KEPT.****FORMAL EVIDENCE.**

Lieut.-Col. L. J. Comyn, Officer Commanding the 2nd K.O.S.B., was recalled at yesterday's sitting of the General Court Martial, which is hearing charges of negligence against Major Ogilvy, while acting as P.R.I. Witness produced a Regimental Order which showed that Major Ogilvy was appointed P.R.I. from October 18, 1928.

Sergeant Adam Wylie, who was next called, said that he was appointed P.R.I. clerk in October, 1923, at Devonport, and held the post until December, 1928.

**Knew the Duties.**

Witness replied that he may have given instructions for newspapers to be ordered, but he could not say definitely. He did not keep a list of P.R.I. duties for which extra money was paid but he just remembered what those duties were.

Witness said that he paid the billiard markers. If a man marked for a week and then handed over to another man for three weeks, both men would be paid accordingly. The men were paid on any day during the last week of the month.

Takings from the billiard room were handed over to him each Sunday. He paid them to the P.R.I. at the same time as he received them, if the P.R.I. was present. He entered the total amount received in the books.

A book was kept in the billiard room in which the billiard takings were entered. When he handed over the money to the P.R.I., witness placed P.R.I. 1 before him. That was the ledger in which he entered the payments received.

**Correspondence Register.**

Witness said that P.R.I. 1 was not necessarily checked with the billiard book. He may have produced the billiard book when handing over the takings but it would only have been accidental. He did not remember the P.R.I. asking to see the book.

Sergeant Wylie said he did not keep a petty cash book as he did not retain any cash at all. He kept a special postage account, which he handed over to Corpl. Hendry, when Hendry took over the duties of P.R.I.'s clerk. This book was initiated by the P.R.I. at the end of each month. Probably the reason that it was not initiated more frequently was that it was a very small account.

He kept a register of correspondence. It was up to date when handed over to Corpl. Hendry. The P.R.I. never wanted to see the book for reference purposes nor was it initiated, by him.

Witness further said, in reply to questions, that when he received any cash from contractors he made an entry of the amount in the P.R.I. 1 or P.R.I. 2, as the case might be. If the P.R.I. was in the office, the money was given to him direct, but should he be out, the money was lodged with the Adjutant for safe keeping.

Mr. J. Harwood, an accountant, identified a number of cheques which had been cashed by Hendry and gave evidence of having examined the books and account of the Regimental Institute.

The Court adjourned until this morning.

**THE PRAYA EAST  
IMPROVEMENTS.****BRIDGE OVER BOWRING-  
TON CANAL.**

The widening of Praya East between Heard Street and Percival Street which has been going on for a long time, has at last been completed, the most difficult part of the work having been finished three days ago. This was the widening of the bridge over the Bowrington Canal. The old bridge was just wide enough for two trams to pass and a fire foot side walk on each side. It is now a hundred feet wide and the tram lines run down the middle.

When the Reclamation was completed, the tram tracks were laid in position and about two months ago the work of demolishing the old bridge began. The process was necessarily slow, as the bridge was of concrete and its supports entirely of granite. However, it has now been removed and a new structure stands in its place.

Happy Valley residents will be glad to learn that the work of laying the new tram tracks for cars to enter Happy Valley by way of Bowrington Canal has started. This will undoubtedly be an improvement on the present route via Percival Street and will mean a saving of time, especially during the precious winter hour.

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**TENDERS for SPECIE and MEXICAN DOLLARS** current in this Colony, for Telegraphic Transfer, on the Local Communications of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'CLOCK A.M. on the 19th JUNE, 1929.

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The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Tenders tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 22 George III, Cap. 43 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

A. S. HERBERT,  
Major R.A.P.C.,  
Treasury Chest Officer,  
His Majesty's Treasury Office,  
Hong Kong. [7681]

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

**THE FORTY-EIGHTH ORDINARY GENERAL MEETING** of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., 29, Market Street, Hong Kong, on WEDNESDAY, the 19th JUNE, 1929, at NOON, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th JUNE to 3rd JULY, 1929, Both Days inclusive.

By Order of the Board,  
JARDINE, MATHESON & Co., LTD.  
General Managers.  
Hong Kong, 24th May, 1929. [7689]

## "PEAK MANSIONS."

SITUATED within "Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Also PRIVATE GARAGES TO LET.

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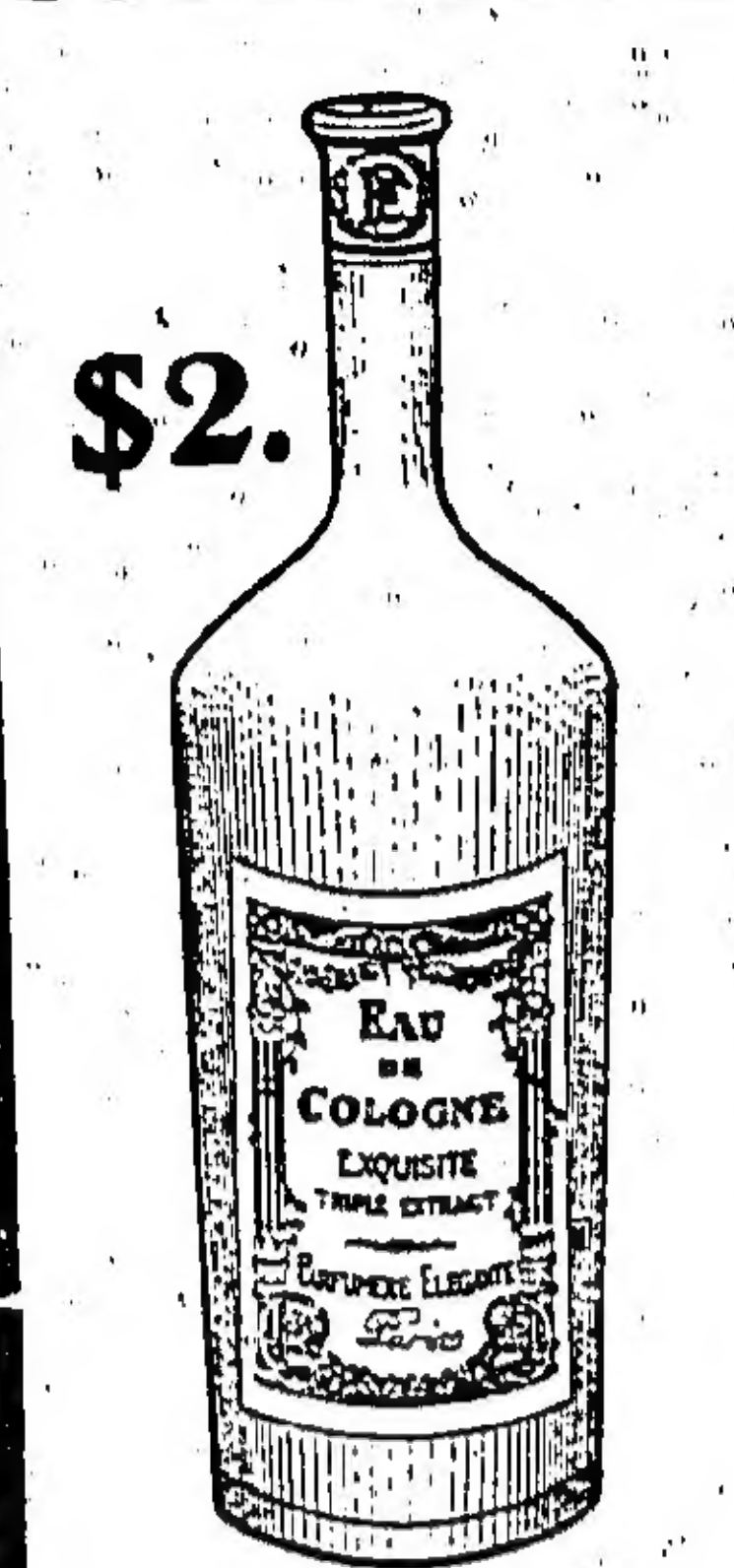
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CREDIT FONCIER D'EXTREME-ORIENT,  
4th Floor, French Bank Building.

## To the SPORTING PUBLIC.

A Large Selection of ATHLETIC GOODS: TENNIS BALLS, BASEBALLS, FOOTBALLS, BASKET BALLS, VOLLEY BALLS, WATER POLO BALLS, BATHING SUITS, I.Z. RACKETS, Etc.

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16, D'AGUIAR STREET. [7978]

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THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BARRIS LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

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Subscription, paid in advance—per annum for delivery in Hong Kong—\$12; including Postage to any part of the world—\$15.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—

Pressure is highest over the Pacific to the eastward of the Philippines. A depression is situated to the south-west of Tokyo.

Local Forecast:—S. winds, moderate, fair to showery.

## MARRIAGE.

VALENTINE-NICHOLSON.—On June 15, 1929, at the Registry, Hong Kong, DOUGLAS JAMES VALENTINE, eldest son of Mr. and Mrs. JAMES VALENTINE, late of Shanghai, only daughter of Mr. H. T. WILLIAMS, of Whitstable, Kent, and the late Mrs. WILLIAMS.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.  
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Hong Kong, June 19, 1929.

PATRIOTISM AND IMPORTS.

"It is an act of true patriotism to inaugurate, materialise, and operate successfully any enterprise that will enable their country (China), to avoid the necessity of importing foreign goods of any kind." This is not the declaration of a callow Chinese student, burning with righteous indignation against the iniquitous unequal treaties concluded with Western barbarians. It is not an editorial suggestion published in a pre-fervid patriotic Chinese periodical. The person who so earnestly favours avoidance of the necessity of importing any foreign goods into China is a gentleman engaged by the Ministry of Railways as consulting engineer. Why Dr. J. A. L. WADDELL should wander so far from civil engineering as to be distributing definitions of patriotism to his Chinese friends we do not know. Dr. WADDELL, we believe, is a very clever engineer; he has been engaged by the National Government to assist in carrying out plans for railway development, and we have no doubt in a position to give his employers extremely valuable advice in that direction. But his excursions into the discussion of general economic questions are rather difficult to explain, as indicated they are to follow. The "series of memoirs" by Dr. WADDELL, entitled "Some Thoughts Concerning Economics in the Development of China," is being widely distributed by the National Government, which evidently has a very high opinion of his views, and obviously endorses them.

Foreign merchants who are engaged in import business may be interested to know more about this "patriotic" movement to stop the importation into China of foreign goods "of any kind." Dr. WADDELL commences his most recent essay by admitting "there are many pros and cons" as to whether it is preferable to purchase necessities abroad or manufacture them in China. Just now, with money scarce and difficult to borrow abroad, it is necessary to import goods, but after existing "adverse conditions have been materially ameliorated, it will be well to start, in a modest way, their production at home." Of course, adds the engineer-economist, "if the country is going to export largely of its produce, it will have to buy something in its stead," so apparently it will not be so easy to be "truly patriotic" and keep out foreign goods of all and every kind. If the countries importing from China insist upon exporting to this country, the only way for Chinese to be "truly patriotic" would be to refuse to send anything out as well as decline to allow anything to come in. In other words, China would have to retire into complete seclusion from the outer world behind a Great Wall built upon protection against imports and prohibition against exports. Whether this would be regarded by Dr. WADDELL as a step forward or back we do not know, but it would be the logical sequel to the allegedly patriotic policy he advocates. He wants to see the financial and commercial importance of the Republic developed, but how this could be brought about by deliberately and completely damming one of the two natural and complementary streams of commerce must remain a mystery to those unversed in the ingenuities of civil engineering.

Government subsidies or State-aid in other forms is advocated for undertakings established on too large a scale for private enterprise, such as steel-works, constructive engineering, locomotive and airplane works. Industries such as textile, paper, metal, electrical apparatus, and plant for other minor activities might well be left to private enterprise. But Dr. WADDELL very kindly and thoughtfully warns Chinese individuals or firms contemplating the establishment of a manufacturing business to weigh very carefully their chances of success before putting their plans into action. Unless the prospects are good, the proposed enterprise should be abandoned—sound advice such as few economists would be able to offer if asked for an opinion on an engineering problem. If the results of carefully surveying the prospects "show a probable net revenue as great as 15 per cent. on the investment, the enterprise will be a safe one; if much more than that, it will be gilt-edged; but if less than 10 per cent. it will be of problematical value or even unsafe, because the element of contingencies has to be considered." Finally, Dr. WADDELL offers a word of advice to those Chinese who not only undertake to start but actually succeed in building up a good business—"if the profits of your products be unreasonably great, cut down the selling prices thereof, so as not to make of yourselves profiteers and, consequently, unworthy and unpatriotic citizens." The spectacle of an industrialist voluntarily admitting that his profits are unreasonably great would surely move the most callous Communist to tears. We do not recall any instance of a manufacturer in Dr. WADDELL's own country making public confession that he was receiving unreasonable profits, and had therefore decided to reduce the selling price of his product, but possibly Chinese profiteers would prove more penitent than their Western brethren.

As conditions are in China today, it is absurd to make a patriotic issue out of the question of making use of foreign goods. What has happened in Japan will in due time also happen in China: home industries will be established and to a large extent will meet domestic requirements. That development is obvious and inevitable, but meanwhile foreign merchants in China who are importing goods into the country are rendering the Chinese people valuable and useful service—supplying them with what they need, and could not otherwise obtain. Importers do not and can not compel the Chinese to buy what they do not want; they can merely offer goods for sale, and if the character of the article or its price does not meet with the approval of the prospective buyer, then the goods are not disposed of. To urge it as a patriotic duty upon Chinese to avoid importing foreign goods of every description implies that importers are doing the nation a serious disservice, whereas the actual position is precisely the reverse. The importation of foreign manufactures means that the Chinese have the opportunity of buying necessities and comforts which would not be otherwise available to them. Importers, as a matter of fact, are the media through which the most useful and most progressive ideas of foreign manufacturers are brought to the notice of the Chinese people. In carrying on such business, merchants are actually educating the Chinese, raising the general standard of living and encouraging the adoption of more efficient methods. The difficulties of trade in China are sufficiently large and numerous without the introduction of an extraneous issue which inevitably arouses ill-feeling where none need exist.

## News and Views.

"One case of small-pox, one of enteric, and one of cerebro-spinal fever (all Chinese) were reported from Victoria during the 24 hours ended June 17."

The China Sports who have opened new premises at 15, D'Aguiar Street, have on sale a large selection of athletic goods of all descriptions. Tennis, football, baseball and aquatics are well catered for at reasonable prices.

Peking's "hello boys" have gone on strike because their wages were not paid on time. They did not stop work, but staged a "go slow" strike, carrying on their duties in leisurely fashion, but patrons insist that they have not even noticed the difference. If the "hello boys" were slow in putting in calls, that was simply the usual practice they declare.

The report of the Medical Officer of Health for the week ended June 15 states that there have been two cases of small-pox (Chinese) from Kowloon and two deaths; nine cases of enteric, three from Victoria, five from Kowloon and one from Shaikwan (1 American, 1 Indian, and 7 Chinese, two of which were imported). One death from diphtheria (Chinese); two deaths from cerebro-spinal fever (Chinese), and three deaths from influenza.

A number of Chinese were before Mr. E. W. Hamilton at Central Magistracy yesterday for fighting. Two of the defendants were "boys" at No. 8 Police Station and it would appear that for some time there had been bad feeling between them. On Monday night they decided to "have it out" and a riot was formed and proceedings started. The European police at the Station were unable to restore peace until reinforced by some fifty constables. Seven men were cautioned by his Worship, and four were fined \$5 for trespassing in the precincts of the Station.

Charged before Mr. Hamilton at Central Magistracy with stealing "chungshan" cigarettes valued at \$112, a Chinese was stated to have visited a shop in Connaught Road and bargained for an empty box. The shop people sold him one for \$1.40 but neglected to empty the contents of the case. Defendant later found that he had 100 cartons of cigarettes but fell to the temptation to keep them instead of returning them to the shop. Defendant was remanded to enable him to make good the loss on the portion of the goods which had not been recovered, his Worship intimating that it was his intention to bind over the defendant on his next appearance.

Modest 'Bus Companies.

The bus services at Kowloon are models of efficiency as regards comfort of transport and frequency of running. They all suffer, however, from a fault refreshingly rare in these times, namely excessive modesty, and a wish to avoid publicity. There are no notices, for example, stating the times of starting from termini and passing the principal points en route. This would be particularly helpful for those patronising the outlying and special services, such as to Kowloon Tong and Taiwan Beach. Another little mystery in Kowloon is whether or no there is a morning bus, as there was last year, to Taiwan. Particulars of the Castle Peak service would also greatly help those who do not own cars. Yet one more complaint cannot the Companies arrange to open an office in some central and easily accessible place for a day or two at the beginning of each month where the public may renew season tickets? How many perfectly respectable residents put off the act of renewal from day to day, at the risk of prosecution and severe magisterial rebuke for travelling without paying their fares, simply because they do not know where to go to do so?

Suburban Snobbery.

How "suburban snobbery" adds to the difficulties of the Post Office in the delivery of letters was explained to the North Staffordshire Chamber of Commerce recently by Colonel W. G. Todd, postmaster of Stoke-on-Trent. Colonel Todd pointed out that 103,000 articles were received for delivery daily in the Stoke-on-Trent area, and that 600 could not be delivered owing to being incompletely or incorrectly addressed. Of these half were returned to the senders and the other half destroyed, as they contained neither the name nor the address of the sender. Ninety-three thousand packages a year were destroyed. "Of late years," Colonel Todd remarked, "the practice has grown up of giving fancy names to houses, and ignoring street numbering, and thereby considerably increasing the difficulty of delivering. The objection to numbering has been defined as a form of suburban snobbery, and I do not think this expression is far wrong. The occupiers in 'villadom' dearly love a light sounding or fantastic name. 'Sea View' or 'Rosemount' sound so much better than saying 'No. 27'. Appropriateness plays no part in the average nomenclature, and 'Sea View' may overlook a gasworks and the only indications of flowers surrounding 'Rosemount' may be an anemic aspidistra in the window. There is not the least harm in the retention of these names, and it is merely a case of pandering to the harmless vanity which affects the best of us. But there should be some distinguishing mark in order to facilitate immediate delivery."

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Seven persons must pay the death penalty for complicity in the robbery of the Manchu Imperial tombs in the Eastern Hills near Peking, which took place just one year ago. This has been decided by the special Court set up to try the case by the Nanking Government, with General Shang Chen, the Shansi warlord, in charge. A variety of nasty rumours have surrounded this case, and have found their way into the Chinese Press, but there is no means of proving whether they are true or false. The men finally convicted, after almost a year's investigation, are of no importance, being minor soldiers and workmen. The rare objects stolen from the tombs, particularly from that of the Empress Dowager Tzu Hsi, are still apparently hidden, although several jade ornaments closely resembling the Empress Dowager's burial gems, have appeared for sale in New York and London.

A Colour Scheme of Emotions.

Mr. Lloyd A. Jones, of the Eastman photographic laboratories at Rochester, recently gave a demonstration in New York to the Society of Motion Picture Engineers of a new process of tinting talking films to any of 16 desired colours designed by him to stimulate in the audience emotions appropriate to the scenes depicted on the screen. His theory is that grey, which has been the usual colour for the "talkies," is a depressing tone, calculated to produce boredom, and Mr. Jones, after an elaborate series of experiments which determined the reactions upon the human mind produced by different colours, evolved his process, which, as in coloured films, tints the entire scene. As an example of his synthesis of colours and emotions, he uses fiery red to suggest panic, turmoil, fighting, and unrestrained passion, forest green for youthful ardour, purple for wild parties and great luxury, and orange to indicate repose and the attainment of ambition.

Paddle v. Screw.

A photograph which has appeared recently in London papers of a capstan on a dock-wall reeling in a hawser while a tug was steaming hard against it recalls a famous test of this kind in the early days of steam propulsion at sea. When shipbuilders were divided between the rival merits of the paddle and the screw propeller, the Admiralty settled the question by rule-of-thumb methods. In 1845 two small warships of equal size and horsepower—the paddle corvette Alceto and the screw corvette Rattler—were chosen to race against one another and to carry out competitive trials. With each captain convinced of his own ship's superiority, and with the crews entering wholeheartedly into the competition, the races were far from one-sided. However, in fact, were fairly even until, as a final test, a tug-of-war was decided on. The two vessels were lashed together stern to stern and then, each striving to tow the other, went full steam ahead. Needless to say the screw won and the Rattler triumphantly towed the struggling Alceto stern foremost. From that time the navy discarded the paddle steamer, and before long it had virtually disappeared from the high seas.

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## WHAT'S TO BE DONE WITH FENG?

CENTRAL GOVERNMENT NONPLUSED.

MORE WAR RUMOURS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 18.

The second plenary session of the Central Executive Committee of the Nationalist Party closed this morning at Nanking.

It is expected that the attitude of the National Government towards Feng Yu Hsiang will have taken a decisive turn.

A number of important Generals have been attending the congress and they are expected to leave for the front immediately.

It is rumoured that Marshal Chiang Kai Shek will shortly inspect the troops along the Lung-hai Railway.

## War to the Knife!

HANKOW, June 18.

Latest news from Honan again indicates the gravest doubts as to Feng's retirement.

It is stated that all attempts at agreement between Feng's and the Government's representatives have proved abortive and the likelihood of war again looms largely. The main point at issue seems to be Feng's refusal to move from Tung-kwan until the order for his arrest is rescinded, but it is claimed here that all his latest protestations are merely further time-gaining pretexts, and it is thought that he intends war to the knife, and the Central Government cannot delay the attack any longer.

## Other Accounts.

[NAN CHUNG KUN NEWS SERVICE.]

SHANGHAI, June 18.

Due to the sickness of Feng Yu Hsiang and the declaration of Yen Hsi Shian of his adherence to the Nanking Government, and his plea that war must be avoided at any cost in view of the famine-stricken situation in the north-western provinces, the Nanking Government is undecided as to whether they should go to war with Feng Yu Hsiang.

Feng Yu Hsiang's representatives, according to other advices, are still at Taiyuanfu, the capital of Shanxi, trying to persuade General Yen Hsi Shian to side with Feng Yu Hsiang. In their advice to Yen, they state that if a Feng-Yu alliance can be achieved against Chiang Kai Shek, General Chang Hsueh Liang, the head of the Manchurian Government, would not dare throw his lot with Nanking.

## THAT RETIREMENT!

(Wah Tsz Yat Pao.)

SHANGHAI, June 18.

Feng Yu Hsiang has drafted a circular telegram as to his retirement. As soon as this telegram is published, his subordinate Generals, Liu Yu Fen, Sung Chieh Yuan, and Chih Hung Chang, will officially announce their support of the Central Government.

## LI TSAI HSIN'S RELEASE.

FURTHER REPORTS.

As already reported in a previous issue, Chiang Kai Shek proposed during the proceedings of the 2nd Kuomintang Plenary Conference to release Marshal Li Tsai Hsin. With regard to this, the *Chung Pao* journals from Canton that a telegram has been received from Hu Man Miu, to the effect that Chiang's proposal has been supported by many members of the Central Executive Committee of the Kuomintang, and that Madame Li Tsai Hsin has arrived at Nanking waiting for the release of her husband. It is also reported that Marshal Li has resolved to go to the United States when released.

## BOXER INDEMNITY

ALLOCATION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 18.

The Kuomintang Congress has approved Mr. Sun Fo's proposal that two-thirds of the Boxer Indemnity Funds shall be appropriated for railway development, and one-third for conservancy and electrical power projects.

## SINO-RUSSIAN AFFAIRS.

(Wah Tsz Yat Pao.)

SHANGHAI, June 18.

The Diplomatic Committee will hold a parley on Wednesday for the discussion of Sino-Russian affairs. In this connection, Dr. C. T. Wang has instructed Chu Shao Yang, the Chinese Consul-General at Moscow, to be present at the conference to report upon Sino-Russian relations.

The Ministry of Foreign Affairs has received a telegram from the Harbin Russian Consulate, asking to send documents without further delay the documents seized at the Harbin Russian Consulate.

## THE NEW ZEALAND EARTHQUAKE.

DEATH ROLL SLOWLY MOUNTING.

ONE-MINUTE SHOCK.

[THROUGH REUTER'S AGENCY.]

WELLINGTON, June 17.

The severe earthquake which shook the whole country, except South Island, lasted approximately a minute.

It was most severe at Grey-mouth, in the vicinity of which hardly a chimney remains standing.

Brick buildings were damaged, and fissures opened in the footpaths.

The coal miners had a most anxious time, but all got out without injury.

## A Growing Toll.

WELLINGTON, June 18.

The death toll of the earthquake is now six. A miner was killed at a mine at Seddonville, and serious damage is reported in the Nelson and Westland area.

There were further minor shocks last night, but they were not serious.

Government aeroplanes, carrying wireless operators, have been sent to Westport, which is isolated telegraphically. Railways in the affected area are badly twisted, and many points on the road from Glenhope to Owen are completely covered by immense falls of earth and boulders.

A service car from the West Coast to Nelson, with five passengers and a driver, has not been reported since the earthquake.

LATER.

Three more earthquake deaths are reported, namely a miner and two roadmen.

## JAPANESE VOLCANO.

SUBSIDES AFTER ITS ERUPTION.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 17.

Although no casualties are thus far reported, the latest Press despatches from Hokkaido state that two villages at the base of the volcano Komagatake, which erupted this morning, have been wiped out and another partially destroyed, while communications are disrupted.

The evacuation of inhabitants from neighbouring villages has already started.

Flames and smoke are being emitted to a height of 3,000 meters, whilst lava is flowing down the mountainside.

LATER.

According to an official report, the Komagatake eruption is increasing in violence.

Stones from four to five inches in diameter are falling on the villages, whilst the lava flow has reached a point a mile from Mori, an important railway station twenty-five miles north of Hakodate.

Thirteen hundred refugees have arrived at Mori, but preparations for a wholesale evacuation in the direction of Yakumo are being made.

## Volcano Subsidies.

TOKYO, June 18.

The latest official report from Hokkaido states that Komagatake subsided early this morning, and refugees are returning to their homes.

## RENDITION OF WEI HAI WEI.

(Wah Tsz Yat Pao.)

SHANGHAI, June 18.

Sir Miles Lampson, the British Minister, will go to Nanking shortly to arrange with the Ministry of Foreign Affairs as to the rendition of Wei Haiwei to China. It is learned that the British Minister will claim the right to moor British gunboats at Lukungtao, an island above Wei Haiwei.

A maid servant, employed in the house in question, stated that she was downstairs at about 6 a.m. when three men came in. One held her by the throat while the two others went upstairs. A little later the two men came down and, joined by the man who was holding her, left the house. Witness then heard firing but could not say how many shots were fired. She was unable to recognise any of the robbers.

## MR. MACDONALD'S TRIP TO AMERICA.

PREMIER DENIES IT IS "OFF."

A POWER FOR GOOD.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18.

The fact that the Lonsmouth communiqué of the Dawes-MacDonald conversation did not refer to any invitation from President Hoover to Mr. MacDonald to visit Washington is interpreted by a section of the American Press as indicating that the prospect of such a visit is doubtful.

Mr. MacDonald, interviewed by Reuter at Lonsmouth to-day, denied the report that he is not going to America. He said it is just a question of when he could go. He believed there was a tremendous amount of good work that could be done by such a trip.

It is announced that Mr. MacDonald will return to London by aeroplane on Thursday.

## MARCONI'S HONOUR.

[THROUGH REUTER'S AGENCY.]

ROME, June 18.

The King of Italy has conferred upon Sig. Marconi the hereditary title of Marquis.

## FRENCH REVENUE.

A BIG SURPLUS.

[THROUGH REUTER'S AGENCY.]

PARIS, June 17.

The revenue returns for May totalled Frs.3,203,000,000 representing a surplus of Frs.246,000,000 as compared with the Budget forecasts, and Frs.288,000,000 as compared with the same month last year.

The surplus on the first five months of the year has now reached Frs.2,461,000,000 on the Budget forecasts, and Frs.1,507,000,000 on the same period in 1928.

## WAR PRISONERS.

HUNGARIANS STILL RETAINED IN RUSSIA.

["D.P." Special Service.]

Budapest.—Speaking in the Chamber of Deputies, M. Fabian asserted that Russia was still retaining 10,000 Hungarian prisoners of war, who should be repatriated with all speed.

## CONSTABLE SHOT.

STRUGGLING WITH INTRUDER.

Singapore.—The inquiry into the death of the Indian police constable who was shot at Neil Road on the morning of May 23, was commenced before Mr. F. G. Bourne (the City Coroner).

Inspector Byrde conducted the inquiry.

An Indian mandore employed by the Municipality stated that on the morning in question he was on duty at Neil Road when he heard a Chinese woman calling for help. She was standing outside of a house and witness saw the constable running to the woman and then closing the door.

A few moments later witness saw the constable struggling with a Chinese and heard two shots fired. He ran to the police station for help and on his way heard a third shot.

A maid servant, employed in the house in question, stated that she was downstairs at about 6 a.m. when three men came in. One held her by the throat while the two others went upstairs. A little later the two men came down and, joined by the man who was holding her, left the house. Witness then heard firing but could not say how many shots were fired. She was unable to recognise any of the robbers.

## 'PLANE CRASH IN THE CHANNEL.

SEVEN PASSENGERS KILLED.

IMPERIAL AIR LINE DISASTER.

[THROUGH REUTER'S AGENCY.]

LONDON, June 17.

One person has been killed, four injured and it is feared seven are missing as the result of a forced descent in the English Channel, three miles from Dungeness, of the Imperial Airways Air liner City of Ottawa.

The liner was on her way to Paris from Croydon and was carrying six women and five men, passengers, a pilot, mechanic and a miscellaneous cargo.

Early reports stated that all the passengers were rescued by a trawler.

The machine, which left Croydon at 10.30 a.m. for Paris, Bael and Zurich, was forced to descend into the sea.

The pilot wireless to Croydon "cannot make Dungeness; trying to land beside ship." Then the ominous words: "Going down."

Croydon broadcast SOS to vessels and those picking up the call included the lifeboat from Dungeness, which rushed to assist.

The machine was afloat. Meanwhile, Major Brackley and staff engineers, speeded to Lympne from Croydon with a special machine to take on rescued passengers.

The liner, shrouded to a trawler, is being towed slowly to the coast, and is apparently breaking up.

The latest casualties are three dead and four missing. Six have been landed, three of whom have been taken to hospital.

An eye witness says the liner struck the water with a terrific splash and turned over. A trawler was only 100 yards distant, and rushed to help.

Part of the machine had to be chopped away to release the passengers.

## Official Statement.

In an official statement, the Imperial Airways, Ltd. state that seven passengers were killed. Four passengers, the pilot and mechanic were injured, but it is hoped, not seriously.

## Further Details.

The British wireless report states that the rescued were landed at Folkestone.

The City of Ottawa was a twin-engineered Handley Page, placed in commission in March, 1928. She had since flown more than 250,000 miles and had made approximately 1,000 Channel crossings. Three of the dead passengers and three of the rescued are women.

## Trawler to the Rescue.

The Belgian Trawler Gaby, whose crew throughout displayed great heroism, has landed the wrecked City of Ottawa.

## The Victims.

LONDON, June 18.

By electric torchlight officials have searched the wreckage of the air liner lying on the beach at Dungeness.

They made a night-long and fruitless effort to trace the three missing women. Most of the victims were visitors to England. They also include a London business girl making her first flight to Paris on holiday, also a Swiss woman.

The men comprise an Australian, a Canadian, and an American. The six survivors who are suffering from shock, consists of an American, an Australian, and his wife, and the dead Australian's daughter, also the pilot, Rudolph Brail, an ex-flying officer in the R.A.F., and the mechanic, Barnett.

THE SPORT CLUB'S RIDING SCHOOL.

CLASS OF TEN STARTED YESTERDAY.

MR. A. J. P. HEARD IN CHARGE.

A start was made yesterday morning with the new riding school class inaugurated by the Sports Club. Mr. Heard, the well-known local jockey was in charge of a number of novices, who showed plenty of promise.

## NATIVE RIOTS IN DURBAN.

ENRAGED EUROPEANS RETALIATE.

A SERIOUS OUTBREAK.

[THROUGH REUTER'S AGENCY.]

DURBAN, June 17.

Five native riots have broken out in the centre of the city, during the course of which attacks were made on Europeans.

So far, one European and four natives are known to have been killed, and ten Europeans and 41 natives seriously injured.

The natives had objected to Europeans drinking the beer supplied at the Municipal Beer Halls, and also to Europeans preparing their food.

The trouble was apparently engineered by the 'International Coloured Union'. It began at midday, but quiet was eventually restored.

Later, the trouble recurred when enraged Europeans attacked the Union Headquarters.

The police intervened to prevent the rushing of the building, and shots were fired on both sides.

The chief injuries, however, were caused by bricks and sticks, running fights occurring in many parts of the town.

Mass disorder was, however, eventually overcome.

## SENSATIONAL ARREST.

ECHO OF SWEEP TICKET CASE.

KUALA LUMPUR, June 8.—A

sensation has been caused here by the detention and arrest of Lim Thean Hock, who figured prominently as a defendant in the Selangor Turf Club sweep ticket dispute heard in the Supreme Court during the week.

During the morning hearing of the proceedings on Friday, Mr. Hastings for the plaintiff, Lim Lian Wah, objected to the second defendant's request to the Court for a fortnight's adjournment in order to engage another counsel, in place of Mr. Briggs, who had signified his retirement from the case.

Counsel stated that unless the defendant could produce security or pay into court the sum claimed—\$34,308—he would not agree to any adjournment. The defendant said he had no money, and His Lordship ordered that the case be proceeded with. After the luncheon interval, the second defendant failed to put in an appearance, and Mr. V. D. Knowles pointed this out to His Lordship.

The second defendant, it appears, went to a solicitor's office in the afternoon, and then went to Tanjong Malim by train. At the station he was detained pending instructions from Kuala Lumpur.

A warrant for the defendant's arrest has been signed by the magistrate and the man will be brought back. It is probable that he may have to answer a charge of criminal breach of trust, in respect of the money with which he, as the plaintiff's agent, had been entrusted.—*Straits Times*.

## POLICE TO EXPLAIN TO A MAGISTRATE.

REPORT ON A WOMAN'S ALLEGATION.

The Willesden magistrate stated recently that he would ask for a police report on a woman's allegation that a young man, the son of a doctor, who, found in her garden at night behaving in a suspicious manner, was not charged by the police.

She said that she found the young man in her garden late at night, and he had broken down a fence. She called in the police, and he was arrested. She went to the police station later to prefer the charge, and found that the man had been released without any charge being made against him.

The woman added that she had since discovered that the young man was the son of a prominent doctor, and she alleged that this was why the police did not charge him.

## TOURISTS' BOWLING COLLARED.

SUTCLIFFE AND HAMMOND IN MERRY MOOD.

A BIG PARTNERSHIP.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18.

South Africa, who had scored 151 for 4 wickets up to lunch on Monday, adopted most laborious methods against the English bowlers, occupying nearly the whole balance of the day to add 99 more for the remaining 8 wickets.

The bowling analysis shows that there was little of the "fireworks" variety in the tourists' innings—as altogether five English bowlers sent down 173 overs for 250 runs (230 from the bat).

Larwood's five victims were all clean bowled, as were Tate's three. Out of the 173 overs, 79 were maidens! White bowled 19 maidens out of 32 overs, for 29 runs, without a wicket!

South Africa were 3 runs ahead on the first innings, and Sutcliffe and E. T. Killick had made 34 without being separated, when stumps were drawn.

## Killick Soon Out.

LONDON, June 18.

There was a sensational re-start to the Test match this morning, when Killick was bowled by Quinn without adding to his overnight score. Hammond then joined Sutcliffe, and gradually a complete ascendancy was obtained over the bowling, both batsmen displaying excellent form.

By lunch the South African bowlers had been rendered innocuous, and the two were still together, the score being then 210 for 1 wicket.

## Hammond Again!

England hit out after lunch and Sutcliffe, after adding 14 more, was bowled by Morkel. Fender and Duleep Singh both failed again, and England declared at 308 for 4.

Hammond was undefeated with 138 to his credit.

Scores:—

England—1st Innings.			
Sutcliffe, c Cameron, b Ochs...	38		
Killick, c Morkel, b Ochs...	31		
Hammond, b Quinn...	138		
Duleep Singh, c Vincent, b Morkel...	12		
Leyland, c Taylor, b Ochs...	3		
Fender, b Morkel...	70		
Fender, c Cameron, b Quinn...	6		
Tate, c Mitchell, b Morkel...	40		
Larwood, l.b.w., b Ochs...	8		
White, run out...	11		
Duckworth, not out...	17		
Extras...	17		
Total...	245		

Bowling Analysis.

	O.	M.	R.	W.
Morkel	20	4	40	3
Quinn	27	8	62	2
Ochs	25.2	2	79	4
Vincent	7	0	37	0
Mitchell	2	0	10	0

South Africa—1st Innings.

R. N. Catterall, l.b.w., b Fender	67
B. Mitchell, b Tate	58
J. A. Christie, b Larwood	1
H. W. Taylor, b Larwood	2
D. Morkel, b Tate	5
H. G. Deane, c and b Fender	59
H. B. Cameron, b Larwood	2
H. G. Owen-Smith, b Tate	25
C. L. Vincent, not out	14
N. A. Quinn, b Larwood	1
A. L. Ochs, b Larwood	2
Extras	11
Total	250

Bowling Analysis.

	O.	M.	R.	W.
Larwood	42.4	17	87	5
Tate	44	14	65	3
F. Fender	22	10	64	2
Hammond	22	12	25	0
J. White	32	10	28	0

England—2nd Innings.

Sutcliffe, b Morkel	114
Killick, b Quinn	23
Hammond, not out	138
Fender, c Vincent, b Ochs	12
Duleep Singh, l.b.w., b Ochs	5
Hendren, not out	12
Extras	12
Total (for 4 wickets)	298

Innings declared.

Bowling Analysis.

	O.	M.	R.	W.
Ochs	25	2	58	2
Morkel	25	0	54	1
Quinn	20	2	55	1
Owen-Smith	6	0	29	0
Vincent	19	3	55	0
Christie	5	1	15	0

## TILDEN'S WIN.

BEATS KENT CHAMPION IN LONDON.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18.

At Queen's Club in the London Championships, Tilden, in his first appearance this season in England, beat the young Kent Champion H. Lee 6-1, 6-4.

## Telegrams in Brief.



# Sports News

## CRICKET NOTES.

### FIRM FACTS FOR BAD BALL-PLAYERS!

I really am sorry to have to emerge from my summer slumbers and write cricket notes, but I really cannot permit the pernicious fallacies of a gentleman who signs himself "Centre Field." Now I will admit that I cannot play baseball. I just know how it is played and that is all. I have not a word to say against it. I believe it to be a magnificent game which makes for quickness of eye and judgment, and soundness of condition. It is also perfectly priceless as a method of keeping a soccer crowd in training for barracking the referee next winter. No, I in no way deprecate baseball as a game, but I do sit up and bark when I see useful cricketers take up the game as a summer amusement.

#### The Need for Rest

In the first place, there is a pretty long season here, and by March or April it's quite time that a fellow had a change in his form of recreation, and gave up the game where bowling, fielding and batting (or pitching, fielding, and striking) are all in all. "Centre-Field" quoted the best instance I have—Bowler's loss of that spin and devil that his bowling had three seasons ago. He correctly explains it by staleness, but merely puts that down to the cricketer, cheerfully overlooking the fact that Bowler's season with the ball-game meant that he was playing games that are fairly similar (though they have vital differences in technique) from October in one year to next March twelve months, i.e., two cricket and one ball game season, with practically no lie-off. I grant that the tremendous amount of work Bowler gets through in cricket tends to threaten him with staleness. All the more reason, therefore, to take every minute of the summer rest.

#### Horizontal and Vertical Batting.

But to go further, I only postulate one thing. When to obtain the best possible result, a definite act has to be done in a definite way, then I say that it is unhelpful—nay, positively disastrous—to continue performing that act in the wrong way. Now, in batting, the act is the striking of a ball propelled towards you by the bowler; this, it is universally admitted, can only most successfully be performed by playing with the vertical or straight bat. Practice is very largely to ensure the almost automatic use of the straight bat. It must be done, as it were, by instinct, by the instinct that comes by habit formed by continuous practice. I maintain that the "horizontally" sweep in baseball tends to break down good habits formed at cricket. It must therefore be harmful. Again, in baseball, you are invariably playing a full-toss. If full-tosses in cricket were the rule rather than the great exception one might not be so confident. But I have seen many baseballers play cricket, and the full-toss was, as a rule, the only ball they could hit. At cricket, to sum up, you play with a vertical bat at a ball bouncing off the ground; at baseball you play with a horizontal bat at a full-toss.

#### Pitching and Fielding.

Coming along to pitching and fielding, I'm not actually prepared to say that pitching is going to harm a bowler. It won't do him any good, but I don't see why it should do him more harm than the throwing he does at cricket. In fielding, let me admit right away that if baseball fielding will teach a cricketer to throw in as accurate, and straight as a ball-player does, then it would be a big advantage. But somehow or other—it may be due to the difference between the type of ball used—the baseball man never seems to be able to throw so well with a cricket ball. And as regards catching again my postulate re the proper method of doing things comes in. In baseball you flap out your glove, they tell me, and trap it with the other hand. I have seen some marvellous catches made thus. But when you are fielding with both hands bare that method is a failure. But "Centre-Field" rather gives himself away when he says that apart from the wicket-keeper and the slips "other fielders" more often than not only have

## HONG DOUBLES.

### SOME KEEN GAMES.

#### ANOTHER WIN FOR A.P.C.

Three matches were decided in the Hong Doubles Tournament yesterday, all of which went to the full three sets. Keen competition prevailed throughout, the results reflecting great credit on the handicappers.

The A.P.C., represented by B. L. Stock and N. S. Lee (scr.), registered another win, their representatives beating C. H. G. Bradley and O. C. Womack (owe 4/6) by 6-4, 3-6, 6-3.

The winners now meet H. J. Armstrong and O. E. C. Marton (Deacons) owe 15/1. In another match L. C. F. Bellamy and V. R. Gordon (Tramways) rec. 15/2, pulled through after losing the first set against D. J. Gilmore and T. L. Christie (Chartered Bank) rec. 15/2. The scores in their favour were 5-7, 6-1, 8-2; and they thus qualified to meet the winners of B. G. Grigor and A. W. Blackford (E.E. Tel. Co.) rec. 3/6 v. H. R. Remington and H. Owen Hughes (Wickings) owe 15.

A. H. Penn and J. R. Collis (Bank Line) rec. 4/8 were successful in the other match, at the expense of P. W. Blackwell and J. R. Hinton (B. & S.) rec. 15. The odd sets, 6-1, 5-7, 6-2. They now meet the winners of J. E. Henry and R. V. J. Buoni (Reuters) v. H. R. Butters and J. Barrow (S.C.A.) owe 3/6, in the second round.

#### TO-DAY'S MATCHES.

J. H. C. Hight and S. J. H. Fox (Hong Kong Bank) rec. 15/3 v. J. M. Norrie and J. H. Ashworth (Chartered Bank) rec. 15. C. B. Brown and H. R. Forsyth (Lindsay and Davis) rec. 15/1 v. A. H. Plummer and E. J. R. Mitchell (Bridleys) rec. 1/6. J. E. Henry and R. V. J. Buoni (Reuters) v. H. R. Butters and J. Barrow (S.C.A.) owe 3/6.

#### MIXED DOUBLES LEAGUE.

##### TO-DAY'S PROGRAMME.

Three matches are down for decision today in the Mixed Doubles League, viz: Craigengower v. University. H. H. C. Chinese B.C. Kowloon G.C. v. Kowloon B.G.C. The best match should be the tie between Craigengower and University which will be played at Happy Valley. Both have been beaten by the Chinese Recreation Club, but the latter had better results. Craigengower have since improved and so a very close struggle is expected.

Recreation are putting in their strongest team to-day against the Chinese Recreation Club. Miss T. Assumpcao and Miss C. Botelho, two of the Club's best ladies players who did not turn out for them last week, are playing to-day. They will strengthen their side a great deal, but the Chinese will, in all probability, prove too strong for them.

Kowloon C.C. should be able to account for their neighbours, the Bowling Green Club, easily.

to collect sitters." Further comment is perhaps needless! Remember, in cricket, the wicket-keeper is the only one who can put a cushion on his hand.

I hope it is clear that I am not running down baseball as a game. I am not for one moment. Nor is there any reason why indifferent cricketers should not play a lot of good! But when a man has promise of being really good, then I think it a great pity to see him spoiling himself by too great diversity. Willy-nilly an Interport cricketer has got to realize that he is a member of the Colony's side, and that people take a great interest in his progress. Logically, suppose he could take up spillokins in the cricket season, or even golf, and no one could have any right to object. But they would, all the same!

#### When Baseball is Harmful.

There may be some cricketers who are so good they can play the two games with impunity. The type of man whom baseball hurts is the man who is good "Club Standard"—i.e., up to Interport Form. And if Harry Ollerodsen played it, then I now understand why Havelock Davies had him for a duck and about two the last time Harry came down here.

Well, well, that's that! Now that I have emerged, I have some rather interesting notes on Shanghai Cricket done by quite a useful local cricketer and will publish them in a few days after giving "Centre-Field" a little more to think of. (a) malicious, (b) incorrect, (c) illogical, (d) a liar and (e) a lunatic!

R. ABBIT.

## GENTLEMEN! "THE STARTER."

### SPORTS CLUB TRIBUTE TO MR. FIDDES WILSON.

In a race club no official is of more importance than the starter and a very great deal depends on his firmness and skill. He is not always the most popular of mortals for his task involves more sternness than geniality.

The success with which that post has been held in Hong Kong for the last two years by Mr. W. D. Fiddes Wilson was, however, demonstrated at the dinner given last night in Mr. Wilson's honour by racing friends at that very pleasant place, the Sports Club.

Mr. Fiddes Wilson has held concurrently the post of Clerk of the Course, and he has also been prominent in polo circles, and, referred, it will be remembered, the game in which the Duke of Gloucester played at Causeway Bay during his recent visit to the Colony.

In "private life" Mr. Fiddes Wilson is a valued member of the staff of Messrs. Jardine, Matheson and the occasion of the dinner was his appointment to an important post at the Company's Tientsin office.

#### Services to Jockey Club.

After an excellent meal, in which the menu commemorated many notable Happy Valley personalities (including "Gold Medal" tea and "Bad start" cocktail), the Chairman, Mr. H. H. Priestley, proposed the health of the guest of the evening. After a tribute to Mr. Fiddes Wilson's services to the Jockey Club Mr. Priestley added, "Mr. Wilson when asked to join the Club said he didn't think he was qualified to join." (laughter) because it was an "all round" sport club and he only went in for racing. In conclusion, the Chairman referred to their guests' forthcoming wedding to Mr. Dyer's niece, Miss Clarke, adding "we all expect an invitation to the wedding."

#### Gift to Club from Duke of Gloucester.

In reply, Mr. Wilson said he would be delighted to see them all on that occasion. As second starter here in 1920 he learnt most of the ways of jockeys and China ponies and any success he had had was due to that excellent training.

The Sports Club was very closely connected with racing in Hong Kong and he was sure members would be gratified to hear that a very fine sportsman, the Duke of Gloucester had promised the Club a memento of his visit to the Race Course. In conclusion, he wished all success to the Sports Club and thanked members for entertaining him, especially as he had pretty roughly cursed some of them—in the interests of a good start.

#### "Wanted" by Tientsin.

Mr. W. E. L. Shenton who was prevailed upon to say a few words after the Hon. Secretary, Mr. F. C. Lee, had excused himself, said that Tientsin had "snaffed" Mr. Fiddes Wilson because someone from there had heard him haranguing the local jockeys (laughter)—and they wanted to straighten out their racing affairs.

#### Mr. Heard's Tribute.

Mr. Heard, speaking with the brevity of a man of action, said: "I will speak of Mr. Fiddes Wilson from three aspects. As a friend he is most loyal, as a messmate (A voice: He has clear table manners!) he is most charming and considerate, and as a starter, I have in my 27 years' experience only known one better. General MacNaughten. With that one exception he is the finest starter we have had out here." (Hear, hear!)

#### Sandham and Warner's Views.

Andrew Sandham, the Surrey batsman who toured Australia, with Gilligan's "team" interviewed regarding the M.C.C. proposals, said he did not think higher, and broader wickets would make much difference to gounzy cricket. The

## TRENCH CRICKET.

### M.C.C.'S INVESTIGATIONS.

#### AUSTRALIA'S CONCERN.

The advisory county committee and the board of control met recently in London to consider the recommendations of the M.C.C. sub-committee appointed as the result of R. H. Lyttelton's proposals in regard to the law rule and the over-preparation of pitches. The recommendations, it is stated, are meant to be experimental. Assuming they are adopted it is doubtful if some of them could be introduced during the coming English season, which will open the following week. They are drastic, starting in their boldness, varied, but most lucidly expressed. Already expert opinion is divided. It must not be forgotten that they emanate from a genuine and general desire to reduce run-getting to reasonable limits. It is admitted in England that heavy scoring is bad for the game. Modern methods of batting, and the preparation of easy wickets in the interests of the batsmen, have produced the trench cricket of to-day.

#### Why Blame the Bowler?

The tendency in Australia is to blame the bowler. Famous predecessors are held up to him as examples to follow. Lyttelton sympathizes with the modern bowler, and quoted the case of Spofforth. He made "constant use of the off break, got scores and scores of wickets thereby, but out of 404 taken in England in his prime in 1852 and 1854, there were only six cases of bow-out in 87."

The percentage of bow cases he shows has risen from one in 17 in 1850 to one in eight in 1929. In Spofforth's day "packing up" was not the resort of the batsman. He hit the ball, took the risk of its heating the bat, and did not have the pad across "in case."

It is doubtful, then, if the remedy lies solely in the restoration of spin bowling. Experiment alone will prove if the enlargement of the stumps, the shortened straightbat boundary, the 150 runs margin for the new ball, the curtailment of rolling time—any or all of the new proposals, will have the desired effect.

#### Board Should Begin.

Australia, of course, is vitally concerned. Under whatever rulings the games are conducted test matches, it can be taken for granted, will be played here and in England in accordance with M.C.C. laws. It is unlikely the campaign against trench cricket will be discussed; there will be nothing official before the board.

But it is advisable that some preparation should be made for eventual expert consideration of possible alterations, for sooner or later the Australian view must be expressed. What that will be hard to forecast, for it will be moulded by the State associations. There is no evidence that they are opposed to week-long tests, and colonial gates, and there is no unanimity of opinion, even on the subject of limited Sheffield Shield matches. The proposed alteration of rules, however, is a subject upon which Australia's voice should be heard. At present all the initiative is being taken by England.

#### Sandham and Warner's Views.

Andrew Sandham, the Surrey batsman who toured Australia, with Gilligan's "team" interviewed regarding the M.C.C. proposals, said he did not think higher, and broader wickets would make much difference to gounzy cricket. The

limitation of the boundary would encourage big hitting, but he could not see the point of making all grounds oblong. "Personally," he concluded, "I don't like all this tampering with the game."

P. F. Warner states he is in favour of widening and heightening the wicket if the counties think desirable. "This is only the natural evolution of the game," he remarked. "I also favour the law, proposal, and the seven minutes instead of ten for rolling the pitch, but I protest strongly against the proposal to curtail the boundary." Warner quoted the remarks of Sydney R. Pardon, editor of Wisden's Almanack in 1907. He also opposed giving the bowler a new ball at every 150 runs. This, he maintained, would encourage the swinging bowler to the detriment of length and spin.

In his editorial notes in Wisden's Almanack of 1907 Sydney Pardon characterized as mischievous proposals for shorter boundaries, advocated by among others G. L. Jessop and A. O. Jones. "Every hit was run out in the old days," he wrote. "With modern crowds this is impossible, but it is essential that boundaries should be as deep as possible, so that hits may be worth the runs given for them. Short boundaries by decreasing the opportunity for good fielding, rob cricket of half its charm."

## HOME CRICKET.

### THE COUNTY GAMES.

#### YORKSHIRE BEAT NOTTS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18. Leicester beat Gloucester by 8 wickets. Scores:— Gloucester 201 (B. Lyon 133) and 151. Leicester 270 (Berry 102) and 83 for 2.

Northants beat Worcester. Scores:— Northants 225 (Root 7 for 74) and 234 (Root 6 for 72). Worcester 119 (Clark 5 for 41) and 88.

#### Yorkshire's Win.

Yorkshire beat Notts by 5 wickets. Scores:— Notts 157 and 144 (Rhodes 7 for 38). Yorkshire 205 (A. Staples 6 for 60) and 99 for 5.

#### Somerset Beat Cambridge U.

Somerset won by an innings and 71 runs. Scores:— Cambridge 132 and 231 (Hunt 6 for 90). Somerset 434 for 7 dec. (Ingle 105).

## THE AMERICA CUP.

### "TOMMY LIPTON'S" NEW CHALLENGE ACCEPTED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18.

It is announced that the New York Yacht Club has accepted Sir Thomas Lipton's challenge for the America Cup.

The first race will be held at Newport on September 13, 1930. The race will be under the rules of the New York Yacht Club. Competing yachts will be of 70-foot rating, and there will be no time allowance.

### TO-DAY'S WIRELESS PROGRAMME

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.

5.30 to 6.30 p.m.—Programme of Chinese music. (Records supplied by The Plesant Co.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme.

(Columbia records supplied by Messrs. Anderson Music Co.).

10.30 p.m.—Close down.

## FOR SALE.

### MINERVA CABRIOLET—Ex-

cellent Mechanical Condition. Recently Thoroughly Overhauled. Owner will sacrifice Cheap for Quick Sale.—Reply Box No. 7937, c/o Hong Kong Daily Press. [7937]

### FOR SALE—On BROADWOOD ROAD,

3-Roomed BUNGALOW.—Reply: SECRETARY, P.O. Box 22. [7794]

### MORRIS COWLEY, Four-Seater,

First-class Condition. Owner Driven. Recently Overhauled. Three Years Old. What Offers?—Address: Box 7962, c/o Hong Kong Daily Press. [7962]

### JAPANESE CURIOS—Small

Netsuke, Tsuba, etc.—Large Amateur Collection to be disposed of Privately. No Dealers.—Address: Box 7964, c/o Hong Kong Daily Press. [7964]

### SET OF GOLF CLUBS in Good

Condition. Can be Seen in Town.—Box 7920, c/o Hong Kong Daily Press. [7920]

### ONE "MAXITONE" BANYO-

UKULELE, Excellent Tone, may be Seen Any Time in Town. Owner Leaving Colony.—Write Box 7988, c/o Hong Kong Daily Press. [7988]

## WANTED TO RENT.

### FLAT, or SMALL HOUSE,

Furnished, Modern Sanitation, in Hong Kong or Kowloon. Would Rent for Six or Nine Months, or Longer, if Terms Moderate.—Address: Box 7959, c/o Hong Kong Daily Press. [7959]

### FLAT, Unfurnished, Four or Five

Rooms, Middle Floor Preferred. Must be Close to Tram or Ferry.—Reply, stating Terms, to Box 7960, c/o Hong Kong Daily Press. [7960]

### GARAGE Wanted in Kowloon,

Close to Peninsula Hotel, by Private Owner. State Location and Rent.—Address: Box 7961, c/o Hong Kong Daily Press. [7961]

### FLAT, 2 Bedrooms, Servants' Quar-

ters, Flush System, near Ferry. Rent must be Moderate.—Write Box 7922, c/o Hong Kong Daily Press. [7922]

### SMALL HOUSE for European

Couple, with Garage preferred. Moderate Rental. Flush System.—Address: Box 7923, c/o Hong Kong Daily Press. [7923]

## HOUSES TO LET.

### TO LET—FLATS in HUMPHREYS

and CAMERON BUILDINGS. Apply to: HUMPHREYS ESTATE AND FINANCE CO. LTD., ALEXANDRA BUILDINGS. [7993]

### TO LET or FOR SALE—On

BROADWOOD ROAD, Two Semi-detached 3-Roomed HOUSES with Tennis Court and Garage to Each House.—Reply: SECRETARY, P.O. Box 21. [7793]

### MODERN Four-roomed HOUSE,

Two Bath Rooms, Servants' Quarters, in Kowloon.—Address: Box 7918, c/o Hong Kong Daily Press. [7918]

### FOUR-ROOMED FLAT, Suitable

for Mess. Unfurnished.—Box 7911, c/o Hong Kong Daily Press. [7911]

### TO LET—SHOP at KATAMALLY

Building, Complete with Cook-lift and Electric Fittings.—Apply to KATAMALLY & Co., 20, QUEEN'S ROAD CENTRAL. [453]

### TO LET, FURNISHED, One

ROOM, with Use of Kitchen and Bathroom.—Apply: MESSRS. CHAN, 887, NATHAN ROAD, KOWLOON. [7972]

## TUITION WANTED.

### LESSONS in French Wanted by

Beginner. Evening Only. Please state Terms to Box No. 7965, c/o Hong Kong Daily Press. [7965]

## SITUATIONS VACANT

### WANTED—Young Chinese Male

STENOGRAPHER for Accountant.—Reply: SECRETARY, P.O. Box 22. [7841]

### WANTED Immediately, Expert

British LADY STENOGRAPHER.—Apply SECRETARY, P.O. Box 22. [7882]

## PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below—

SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET.

HOUSES AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid

Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.

Please insert.....times.		Enclosed.....in payment.	
Signature.....		Address.....	

Address: THE ADVERTISEMENT MANAGER, "Hongkong Daily Press"

11, Ice House Street, or P.O. Box 1.

## DISCIPLINE

Teach your hair the way it should go, let it be always well trained and orderly—use a little ANZORA every morning.

Our Hong Kong Agents:—

The Colonial Dispensary, 14, Queen's Road Central, Hong Kong.

Yee Hing & Co., 24, Pottinger Street, Hong Kong.

Lee Bros. & Co., H. Y. & H. T., 40, Bonham Street, West, Hong Kong.

Manufactured by: ANZORA PERFUMERY CO. LTD., London, N.W.6, England.

Anzora Cream for greasy scalp. Anzora Viola for dry scalp. Sold by Druggists, Hairdressers and Scenters, or from our Agents.



**ANZORA**  
Masters the Hair!



Haig

TO OPEN  
Remove cap  
raise lever and  
push upwardsTO CLOSE  
Replace cap  
and push  
lever downNEW BOTTLE SEAL  
(NO CORKSCREW)

QUICK - CLEAN - SAFE

Nobody can put better Whisky  
into any bottle than that which  
goes into the Haig bottle.Doctors are using it  
Judges are using it  
Sufferers from acidity  
find it preferable to  
any other stimulant

Sole Agents:-

GANDE, PRICE & CO., LTD.  
TEL. C. 135. HONG KONG.

SENNET FRERES

A. Weill (successor)

YORK BUILDING CHATER ROAD

DIAMONDS,  
WATCHES, JEWELLERY,

A WEALTH OF

LOVELY and ARTISTIC  
TREASURES and TRIFLESAT PRICES WHICH WILL  
SURPRISE AND  
DELIGHT YOU!As we are retiring from  
business, we are sacrificing  
our ENTIRE STOCK  
REGARDLESS of COSTTHIS IS YOUR OPPORTUNITY!  
DO NOT LET IT SLIP!GREAT  
LIQUIDATION SALE.

WHEN YOU ARE DUE FOR LEAVE

Send a Chit to 11, Ice House Street,  
and order the Hongkong Weekly Press  
to be sent to you for—Three months . . . . . \$3.75  
Six months . . . . . \$7.50  
Twelve months . . . . . \$15.00

## Money and Markets

HONG KONG MARKET  
REPORTS.Yesterday's quotations for rice  
and other foodstuffs were as  
follow:-

Rice.	Per Picul.
Common white, Fook Sing	\$7.65
Common white, Luk Sheung	7.60
Tao	7.60
Long Unglutinous, Hung	7.13
Lung Moon	7.13
Long Unglutinous, Hung	6.99
Kum Ou	6.99
White Bran, Big Bag	3.28

## Miscellaneous.

Coarse granulated sugar,	No. 13	8.635
Coarse granulated sugar,	No. 24	6.38
Groundnut Oil, Fongtze		21.50
Wood-tar Oil		32.40
Camellia-nut oil		18.60
Dried Mussels		20.35
White Pepper		133.00
White Sesame		18.00
Dried Lotus Seeds		30.00
Small Green Bean		17.50
Aniseed		50.00
Dried Cuttle Fish		50.00
New Green Tea, Shui Sin		96.00

## AMERICAN COTTON.

## MAY MARKET QUIET.

Messrs. Pentreath & Co. have  
kindly forwarded us the following  
letter dated May 14, from Messrs.  
Hornby Hemelryk & Co. of Liver-  
pool.The market has been very quiet  
during the week under review.  
Values have fluctuated within a  
range of about 30 points, and, on  
balance, are about 15 points higher.There have been some unfavour-  
able reports of heavy rains in parts  
of the Eastern Belt and of rain  
in West Texas, but private reports  
state that the drought has since  
been relieved in that sector. The  
outlook in Mississippi, which was  
extremely good a month ago, has,  
we understand, changed somewhat  
for the worse. Reports are also to  
hand of cool nights over the belt  
and of heavy boll- weevil emergence  
which is favoured by the present  
climatic conditions.There is, of course, nothing in  
the foregoing reports of a nature  
to frighten anybody. The situation  
is that New York is somewhat  
short, and that Liverpool may con-  
ceivably be a rather stronger and  
steadier market than New York for  
some time, as has been apparent the  
last few days owing to the fact that  
the forwardings to spinners con-  
tinue very good—last week, 79,833  
bales of all growths, including  
49,817 bales of American. More-  
over, no importer is buying any  
American cotton, so that the stock  
here—718,000 bales of American—  
will have to suffice for our require-  
ments for the rest of the season.It is interesting to note that  
offers from the other side are few  
and far between and are steadily  
getting dearer, which would rather  
look as if the amount of cotton left  
in first hands is of very small ex-  
tent.A fair amount of cloth business  
has been put through in Manches-  
ter during the past week, and we  
hear—although we have no proof  
of this—that merchants who have  
booked orders for export are wait-  
ing for a further decline to cover  
these sales.The Board of Trade returns for  
April published on Saturday are  
favourable, showing, as they do,  
cloth exports at 348,414,000 sq.  
yards, compared with 314,773,000  
last year and 316,948,000 two years  
ago. Yarn exports at 13,106,000  
lbs. are, however, smaller, the cor-  
responding figures last year and  
two years ago being 13,752,000 lbs.  
and 17,323,000 lbs. respectively.

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, June 17.	
Paris	123.95
New York	4.84 25/32
Brussels	34.935
Geneva	25.205
Amsterdam	12.071
Milan	62.65
Berlin	20.325
Stockholm	18.11
Copenhagen	18.20
Oslo	24.82
Vienna	34.82
Prague	1534
Helsingfors	1924
Madrid	34
Lisbon	1084
Athens	376
Bucharest	8174
Rio	54
Buenos Aires	47 1/16
Bombay	Holiday
Shanghai	24 1/4
Yokohama	1/84
Silver (spot)	24 7/16
Silver (forward)	24 1/2

STANDARD INVOICE  
FORMS.ADVANTAGES URGED BY  
F.B.I.After a survey of existing prac-  
tice, the Federation of British  
Industries have come to the decision  
that standardization of invoice  
forms would be to the advantage of  
industrial and commercial organi-  
zations. As a result of considering  
the best present practice, what may  
be regarded as a common denomi-  
nator was established dealing with  
width and spacing. It is quite  
evident that the width must be  
economic from the point of view of  
the papermakers and the printers,  
and this was established as 8 in.  
after collaboration with the Federa-  
tion of Master Printers. Invoices  
are generally checked against order,  
quality, quantity, price, and ex-  
tensions of quantities. There is no  
single standardized routine, and  
the present practice is usually to  
apply a certification check to in-  
coming invoices by means of a  
rubber stamp. Thus invoices should  
be set out so as to provide certifi-  
cation space even though it is im-  
possible to standardize the check  
stamp. To do this it was essential  
to inquire into the sizes of certifi-  
cation stamps and plan the in-  
voice so that the position of the  
stamp would be standardized and  
at the same time leave adequate  
room for the application of a stamp  
without any danger of effacing the  
subject-matter of the invoice. The  
space for this purpose is at the top  
right-hand corner of the invoice,  
measuring 2 1/2 in. in width.The next consideration was to  
plan the form, bearing in mind  
the present tendency to the use of  
what are regarded as window en-  
velopes, the windows of which are  
at present as varied as the sizes and  
types of invoice forms. Here again  
consultation with the trade made  
it possible to arrive at a standard  
position which will not in any way  
create difficulties with the envelope  
manufacturers.The invoice therefore was framed  
to be used with a window envelope,  
the address space to coincide with  
a window being fixed at 1 in. from  
the left-hand side of the invoice and  
1 1/2 in. from the top, the space for  
the address of the consignee being  
4 in. by 1 1/2 in. This spacing and size  
is satisfactory for the use of me-  
chanical addressing machines. The  
above are the essential characteris-  
tics, and, it is urged, should become  
common practice.AUSTRALIA'S FINANCES  
VERY SOUND.

## SIR HUGO HIRST'S OPINION.

Sir Hugo Hirst was the guest of  
the British Engineers' Association  
at luncheon at St. Ermin's Restau-  
rant, recently, when he gave an  
address on his visit to Australia as  
a member of the Trade Commission  
invited by the Australian Govern-  
ment. Sir Gilbert Vyle, president.Australia, said Sir Hugo Hirst,  
was a country whose future very  
largely depended upon engineers,  
but bound up with its development  
was the problem of finance. He  
knew there was a feeling that Aus-  
tralia had borrowed unwisely. He  
and his colleagues inquired on the  
spot into the facts and came to the  
conclusion that Australia's finances  
were very sound. There had been  
unwise borrowing and mistakes had  
been made, but Australia had de-  
veloped upon entirely empirical  
lines, and had met with wonderful  
success up to a point. When all was  
said, of Australia's national debt  
of nearly £1,100,000,000 more than  
half was owed to Australians. A  
comparatively small amount might  
have to be written off, though it had  
very good chance of being re-  
munerative. What difficulties there  
were were due to the disorganized  
way in which the finance had been  
required and demanded. An im-  
portant step was the setting up of  
the Migration Commission, whose  
schemes were "vetted" by brilliant  
engineers and scientists.People in Britain should  
realize how little Australia knew  
about its industries as compared  
with its well-informed knowledge of  
American industry. That was a  
point to which attention should at  
once be given by the Mother Coun-  
try. To the industrial world here  
he urged that representatives of  
our firms must be given the power  
of doing something at home. He  
had met those representatives, cap-  
able in every respect, but unable to  
get their firms in this country to  
take notice of the letters and re-  
commendations sent home. From  
an electrical point of view, we had  
probably lost Canada to American  
ownership. Australia did not want  
to leave us. Australia had the  
right to manufacture things for  
which Australia was fitted, but it  
did not quite know what it was  
fit for. Let there be partnership.  
Australia was fit for it and was  
prepared to give Britain double the  
preference. Australia sold to and  
bought from us about £20,000,000.  
America sold to it £24,000,000 and  
bought only £2,000,000 to £3,000,000.  
To get that additional £20,000,000  
odd trade for Britain was the de-  
sire of Australia and should be the  
aim of Britain.IMPORTS—PRICES  
CURRENT.The reports and prices are published as  
supplied by Importers, and the Chamber  
cannot accept responsibility for the  
accuracy thereof.

Imports.	Prices.
Iron and Steel.	No change.
Nail Bars (round) . . . per picul	\$6.70
Steel Bars (round) . . . per picul	4.50
" Angles . . . . .	4.40
" Rods . . . . .	5.00
" T-joints . . . . .	4.10
" Sheets (4x8-65.50) . . .	8.10
" Plates . . . . .	5.00
Swedish Bars . . . . .	\$11.10
Small round rods . . .	5.00
Hoops, black steel . . .	7.70
" galvanized . . . . .	11.10
Tubes, black . . . . .	74 per cent.
" galvanized . . . . .	74
Wire Nails, 1 1/2 . . . per picul	7.60
Galvanized corrugated sheets,	24/25
per 100 lbs. 24G	\$7.20
Galvanized flat sheets,	1/32", 1/16"
per 100 lbs. 26G	\$8.20
Galvanized 3/16" x 1/2" p. picul	\$9.80
Galvanized wire 1/8" x 7"	11.60
Galvanized wire 3/8" x 7"	11.60
(Japan made) . . . per picul	—
LEAD.	—
B.M. Spot . . . . .	14.70
" Active . . . . .	14.45
Australian—B.M. Spot . . .	15.90
" To arrive . . . . .	15.35
English Yellow Metal . . .	—
Sheets (14 & 16 ozs.) . . .	—
Japan make 21 ozs. . . . .	—
JAPAN COPPER . . . . .	—
Slabs . . . . .	—
Tiles . . . . .	—
Zinc Sheets, 8 x 4 . . . . .	—
WASTE AND OLD MATERIALS . .	—
TYN PLATES . . . . .	—
English I.C.W., 20" x 14", 100	—
lbs. Spot . . . . .	9.20
English I.C.W., To arrive . . .	9.30
English I.C.W., 14" x 14",	—
110 lbs. Spot . . . . .	9.60
English I.C.W., To arrive . . .	9.60
American I.C.W. (Spot) 20" x 14"	—
100 lbs. p. box 113 sheets . . .	11.60
American I.C.W., To arrive 20" x 14"	—
100 lbs. p. box 113 sheets . . .	11.60

Petroleum Products.	Prices.
WHITE ROSE BRAND . . . per case	4.26
COAST BRAND . . . . .	3.90
COCK . . . . .	3.83
EAGLE BRAND . . . . .	3.50
SOCONY MOTOR GASOLINE . . .	3.90
SILVER LIGHT . . . . .	3.89
CROWN BRAND . . . . .	3.50
" 81 galls. 68 lbs. per bulk	2.54
CROSS BRAND . . . . .	2.54
" 81 galls. 71 lbs. per bulk	2.54
LAMP GLASS . . . . .	2.32
SWELL MOTOR SPIRIT . . . per case	4.90
" . . . . .	4.85
" . . . . .	4.75
" per gallon (ex pump) 0.70	—
TEXACO "EAL" . . . . .	3.87
" "TIN FOO" . . . . .	3.62
" "TEXACO AUTO GASOLINE" . .	6.50
COALS.	—
KAILING—No. 1 Lump . . .	\$15.00
" Nut Coal . . . . .	15.00
" No. 2 Lump . . . . .	11.20
" No. 1 Black . . . . .	9.40
" No. 2 Black . . . . .	8.70

Flour Report.	Prices.
American Patent . . . per sack	\$3.50-3.50
" Straight . . . . .	2.75-3.06
" Cut off . . . . .	2.80-3.20
Shanghai Flour . . . . .	—
Australian No. 1 . . . . .	3.00-3.20
" No. 2 . . . . .	—
" No. 3 . . . . .	—
Canadian Cut off . . . . .	2.70-2.80
" Straight . . . . .	2.65-2.75
" Mixture . . . . .	2.55
" 2nd Clear . . . . .	2.50

## MARKET—Unsettled.

Sundries.	Prices.
WINDOW GLASS . . . . .	—
4th Quality of 100 sq. ft.	—
per box . . . . .	—
Fair average sizes . . . . .	—
1/16" thick . . . . .	5.50
1/8" (27 ozs.) . . . . .	15.50

## China, India and Straits Produce.

Stocks.	Prices.
Java Bough White . . . per picul	\$7.38-7.53
(Reported sales 14,150 piculs.)	Spot.
Java Bough White per picul	\$7.00-7.45
(Reported sales 40,260 piculs.)	Spot.
To arrive during June, July, August,	September, October, Nov., 1929.
Java Fine White . . . . .	8.40 (Nominal)
Java Bough Brown per picul	\$6.73-6.98
(Reported sales 27,616 piculs.)	Spot.
Java Bough Brown per picul	\$6.28-6.48
(Reported sales 19,800 piculs.)	Spot.
To arrive during June, July, August,	September, 1929.
Java Molasses . . . . .	\$5.55-6.25
(Reported sales 59 piculs.)	Spot.
Java Crystal No. 24 . . . per picul	\$3.43
(Reported sales 59,280 piculs.)	Spot.
Java Crystal No. 18 . . . per picul	\$7.85
(Reported sales 19,990 piculs.)	Spot.
Java Soft White . . . . .	—
Java Yellow . . . . .	—
Java Brown . . . . .	—
(Reported sales 24,950 piculs.)	Spot.
Java Stoop . . . . .	—
Doilo, No. 1 . . . . .	\$5.85
(Reported sales 10,800 piculs.)	Spot.
Doilo, No. 2 . . . . .	\$5.43
(Reported sales 8,410 piculs.)	Spot.
Doilo, No. 3 . . . . .	\$5.23
(Reported sales 5,530 piculs.)	Spot.
Doilo, No. 4 . . . . .	—
Doilo, No. 5 . . . . .	—
Manila Brown . . . . .	68.90
(Reported sales 17,500 piculs.)	Spot.
Manila Black . . . . .	15.18
(Reported sales 2,000 piculs.)	Spot.
Holbow Brown . . . . .	—
Singapore Candy . . . . .	\$10.00
(Reported sales 540 piculs.)	Spot.
Market steady at advanced prices.	—
SALTSTICKS . . . . .	—
No. 1 . . . . .	—
No. 2 . . . . .	—
No. 3 . . . . .	—

## WARSHIPS IN HARBOUR.

Warships.	Prices.
Basin—H.M.S. Tamar, Bruce,	—
Lark and Lark, North Arm;	—
Bridgegrater, Thracian; West Wall;	—
Somme, No. 15 buoy Sirdar.	—
Foreign Men-of-War—U. S. S.	—
Coleridge and Minkatona; French	—
gunboats Alene, and Vigilante;	—
H.M.S. Casuar arrived yesterday	—
from Weihaiwei.	—

## BIG DOUBLE ATTRACTION!

A THRILLING ROMANCE whirling its  
devil may care way through revolution  
and a thousand other dangers!

TIM MCCOY

IN

with

DOROTHY

SEBASTIAN

CHARLES

DELANEY



## The ADVENTURER

Also

## SLAVES OF BEAUTY

A FASCINATING COMEDY-DRAMA

featuring

SUE CAROL, EARLE FOXE

AT THE

FINAL SHOWINGS TO-DAY

QUEEN'S

At 2.30, 5.10, 7.15 &amp; 9.20.

Performances Commence Promptly at the Times Advertised.

## AN AMUSING FARCE OF MARRIED LIFE

—in which Cupid plays a lot of  
merry pranks!

## ELEANOR BOARDMAN

IN

## EXCHANGE OF WIVES

With

LEW CODY &amp; RENEE ADOREE

AT THE

FINAL SHOWINGS TO-DAY

WORLD

At 5.15 &amp; 9.20.

Chinese Picture: "Divorce."

## POLO, PEP, PRETTY GIRLS

—and a thousand real laughs!

## WILLIAM HAINES

IN

THE  
SMART SET

with ALICE DAY, JACK ROLT

AT THE

FINAL SHOWINGS TO-DAY

STAR

At 5.30 &amp; 9.20.

HONG KONG STOCK  
EXCHANGE.

## CLOSING QUOTATIONS.

JUNE 18, 1929.

Do., London	2132 1/2 nom
Chartered Banks	\$1.19 buy
Mercantile Banks, A. & B.	2134 nom
Do., C.	2136 nom
P. & O. Banks	2137 1/2 nom
East Asia Banks	\$1.24 sel
Union Insurance	\$640 sel
North Insurance	\$320 buy
China Ins. Co.	171.180 buy
Yongtze Insurance	M. \$50 nom
China Underwriters	\$3.10 sel
China Fire Insurance	\$300 buy
H.K. Fire Ins.	\$776 nom
Donghai	\$474 nom
H.K. Steamboat	\$263 sel
H.K. Tug	\$260 sel
Indo-China (Prof.)	\$450 sel
Do. (Def.)	\$750 nom
Shell Transport	\$100/100 nom
Union Waterboat	\$221 nom
Benguet	\$3 nom
Kailan Mining Admin	\$5/ nom
Langkai (combined)	171.14 nom
Do. (single)	171.74 nom
North Exploitations	171.24 nom
Langkai Loans	171.44 sel
Do. (single)	171.44 sel
A. & E. W. Ward	171.134 sel
A. & W. Docks	\$33 buy
Do. as Freighters	\$4.10 sel
Do. as Freighters	171.134 sel
Do. as Freighters	171.585 buy
Langkai Docks	171.129 buy
Do. as Freighters	171.129 buy







## ADVERTISED SAILINGS FROM HONG KONG.

**ALEXANDRIA.**  
Pres. Harrison, Dollar, June 30.  
Pres. Johnson, Dollar, July 14.

**AMOI.**

Haiyang, Douglas, June 21.  
Kumsang, Jardine's, June 21.  
Anhui, B. & S., June 23.  
Tjikembang, J.C.J.L., June 23.  
Haiching, Douglas, June 25.  
Sinkiang, B. & S., June 25.  
Hosang, Jardine's, June 27.  
Tjikini, J.C.J.L., June 29.  
Tilawa, B.I., June 29.  
Anking, B. & S., June 30.  
Sirdhana, P. & O., July 3.  
Tikaranga, J.C.J.L., July 4.  
Tutanga, Jardine's, July 6.  
Tjimanock, J.C.J.L., July 12.  
Tjisanock, J.C.J.L., July 14.  
Namsang, Jardine's, July 13.

**ANTWERP.**

Malaya, Mannes, June 24.  
Kashima Maru, N.Y.K., June 29.  
Siam, Mannes, June 30.  
Hakone Maru, N.Y.K., July 13.

**AUSTRALIAN PORTS.**

Calulu, Dodwell's, June 22.  
Tango Maru, N.Y.K., June 23.  
St. Albans, E. & A., July 5.  
Chronos, Dodwell's, July 15.  
Taiping, B. & S., July 15.

**BALTIC PORTS.**

Main, Melchers, June 23.  
Malaya, Mannes, June 24.  
Trier, Melchers, June 29.

**BALTIMORE.**

Larchbank, Bank, June 21.  
Machao, B.F., July 8.  
City of Mandalay, Bank, July 15.

**BANGKOK.**

Chinba, B. & S., June 19.  
Helios, Thoreson's, June 23.  
Kalgan, B. & S., June 23.  
Hirundo, Thoreson's, June 30.  
Kiangsu, B. & S., June 30.  
Kweiyang, B. & S., July 3.  
Hiram, Thoreson's, July 7.

**BELAWAN DELI.**

Van Heutz, J.C.J.L., June 20.  
Main, Melchers, June 23.  
Trier, Melchers, June 29.  
Lahn, Melchers, July 17.

**BOMBAY.**

Rajputana, P. & O., June 22.  
Tattori Maru, N.Y.K., June 27.  
Mirzapore, P. & O., July 9.  
Awa Maru, N.Y.K., July 11.  
Alipore, P. & O., July 19.

**BOSTON.**

Javanese Prince, Furness, June 19.  
Takaoka Maru, N.Y.K., June 19.  
Larchbank, Bank, June 21.  
Pres. Harrison, Dollar, June 30.  
British Prince, Furness, July 4.  
Takaoka Maru, N.Y.K., July 4.  
Machao, B.F., July 8.  
McCaister Castle, Dwell's, July 10.  
Pres. Johnson, Dollar, July 14.  
City of Mandalay, Bank, July 15.  
Japanese Prince, Furness, July 18.

**BREMEN.**

Main, Melchers, June 23.  
Trier, Melchers, June 29.  
Lahn, Melchers, July 17.

**BRINDISI.**

Fiume L. Dodwell's, June 21.  
Venezia, Dodwell's, June 30.  
Nippon, Dodwell's, July 13.

**CALCUTTA.**

Yusanag, Jardine's, June 19.  
Gurna, B.I., June 23.  
Yamagata Maru, N.Y.K., June 29.  
Santhia, B.I., July 4.  
Genoa Maru, N.Y.K., July 8.

**CEBU.**

Golden Tide, S.S.S., June 21.  
Michigan, States S.S., July 2.  
Hutchow, B. & S., June 25.  
Kueichow, B. & S., July 11.

**COLOMBO.**

Fiume, Dodwell's, June 21.  
Rajputana, P. & O., June 22.  
Main, Melchers, June 23.  
Gleniffer, Jardine's, June 24.  
Tattori Maru, N.Y.K., June 27.  
Kashima Maru, N.Y.K., June 29.  
Perim, P. & O., June 29.  
Trier, Melchers, June 29.  
Oldenburg, J.C.J.L., June 30.  
Pres. Harrison, Dollar, June 30.  
General Mettinger, M.M., July 2.  
Venezia, Dodwell's, July 5.  
Kashgar, P. & O., July 9.  
Awa Maru, N.Y.K., July 11.  
Hakone Maru, N.Y.K., July 13.  
Nippon, Dodwell's, July 13.  
Saarland, J.C.J.L., July 14.  
Pres. Johnson, Dollar, July 14.  
Andre Lebon, M.M., July 16.  
Lahn, Melchers, July 17.  
Alipore, P. & O., July 19.

**COPENHAGEN.**

Malaya, Mannes, June 24.  
Canton, Gilman's, June 30.  
Siam, Mannes, June 30.

**DALNY.**

Luchow, B. & S., June 23.  
Derfingler, Melchers, July 2.  
Isar, Melchers, July 13.

**DUTCH PORTS.**

Main, Melchers, June 23.  
Gleniffer, Jardine's, June 24.  
Malaya, Mannes, June 24.  
Perseus, B.F., June 25.  
Kashima Maru, N.Y.K., June 29.  
Trier, Melchers, June 29.  
Canton, Gilman's, June 30.  
Oldenburg, J.C.J.L., June 30.  
City of Cambridge, Bank, July 8.

**HAKONE.**

Hakone Maru, N.Y.K., July 13.  
Saarland, J.C.J.L., July 13.  
Lahn, Melchers, July 17.

**HONGKONG.**

Calulu, Dodwell's, June 22.  
Tango Maru, N.Y.K., June 23.  
St. Albans, E. & A., July 5.  
Chronos, Dodwell's, July 15.  
Taiping, B. & S., July 15.

**LOS ANGELES.**

Pres. Harrison, Dollar, June 30.  
Pres. Johnson, Dollar, July 14.

**FOOCHOW.**

Haiyang, Douglas, June 21.  
Haiching, Douglas, June 25.

**GENOA.**

Cyclops, B.F., June 23.  
Trier, Melchers, June 29.  
Oldenburg, J.C.J.L., June 30.  
Pres. Harrison, Dollar, June 30.  
Emp. of Asia, C.P.S., July 2.  
Michigan, States S.S., July 2.  
Pres. Jackson, Dollar, July 2.  
Tjilboet, J.C.J.L., July 2.  
St. Albans, E. & A., July 5.  
Pres. Taft, Dollar, July 6.  
Machao, B.F., July 8.  
McCaister Castle, Dwell's, July 10.  
Saarland, J.C.J.L., July 13.  
Pres. Johnson, Dollar, July 14.  
Chronos, Dodwell's, July 15.  
Taiping, B. & S., July 15.  
Tjikini, J.C.J.L., July 18.

**GLASGOW.**

Cyclops, B.F., June 23.  
Sarpedon, B.F., July 10.

**GOTHENBURG.**

Malaya, Mannes, June 24.  
Canton, Gilman's, June 30.  
Siam, Mannes, June 30.

**HAIPHONG AND HOIHOW.**

Chinba, B. & S., June 19.  
Teau, B. & S., June 23.  
Yunnan, B. & S., June 23.  
Canton, M.M., June 23.  
Kweiyang, B. & S., July 3.

**HAMBURG.**

Main, Melchers, June 23.  
Gleniffer, Jardine's, June 24.  
Malaya, Mannes, June 24.  
Perseus, B.F., June 25.  
Kashima Maru, N.Y.K., June 29.  
Trier, Melchers, June 29.  
Canton, Gilman's, June 30.  
Oldenburg, J.C.J.L., June 30.  
Siam, Mannes, June 30.  
City of Cambridge, Bank, July 8.  
Saarland, J.C.J.L., July 13.  
Lahn, Melchers, July 17.

**HAVRE.**

Cyclops, B.F., June 23.  
Malaya, Mannes, June 24.  
Siam, Mannes, June 30.

**HONOLULU.**

Pres. Pierce, Dollar, July 2.  
Ellipse, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.  
Shinyo Maru, N.Y.K., July 10.  
Pres. Taft, Dollar, July 16.

**IOLO.**

Golden Tide, S.S.S., June 21.  
Michigan, States S.S., July 2.

**JAPAN PORTS.**

Aki Maru, N.Y.K., June 20.  
Danmark, Mannes, June 20.  
Protisilans, B.F., June 20.  
Achilles, B.F., June 21.  
Bellerophon, B.F., June 21.  
Khiva, P. & O., June 21.  
Kumsang, Jardine's, June 21.  
Tokada, B.I., June 21.  
Gleniffer, Jardine's, June 22.  
Achilles, B.F., June 23.  
Fushimi Maru, N.Y.K., June 24.  
Pres. Madison, Dollar, June 25.  
Rhinecland, J.C.J.L., June 25.  
Timavo, Dodwell's, June 25.  
Emp. of Russia, C.P.S., June 26.  
Hosang, Jardine's, June 27.  
Nagara, Gilman's, June 28.  
Tilawa, B.I., June 29.  
Yokohama Maru, N.Y.K., July 1.  
Derfingler, Melchers, July 2.  
Porthos, M.M., July 2.  
Pres. Pierce, Dollar, July 2.  
Sirdhana, P. & O., July 3.  
Adrastrus, B.F., July 3.  
Khyber, P. & O., July 5.  
Phemius, B.F., July 5.  
Anyo Maru, N.Y.K., July 9.  
Himalaya, Dwell's, July 9.  
Kutsang, Jardine's, July 9.  
Pres. Jackson, Dollar, July 9.  
Aldington Court, Jar., July 10.  
Emp. of Asia, C.P.S., July 10.  
Shinyo Maru, N.Y.K., July 10.  
Tathylbus, B.F., July 11.  
Philoctetes, B.F., July 12.  
Isar, Melchers, July 13.  
Tirpitz, J.C.J.L., July 13.  
Chenonoeux, M.M., July 14.  
Orestes, B.F., July 17.  
Namsang, Jardine's, July 17.  
Vimniale, Dodwell's, July 18.  
Kashgar, P. & O., July 18.  
Kidderpore, P. & O., July 19.  
Malwa, P. & O., July 19.  
Takliwa, B.I., July 19.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**KANAKA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**MANILA.**

Tjilalak, J.C.J.L., June 19.  
Javanese Prince, Furness, June 20.  
Calulu, Dodwell's, June 22.  
Pres. Pierce, Dollar, June 22.  
Tango Maru, N.Y.K., June 23.  
Trier, Melchers, June 29.  
Oldenburg, J.C.J.L., June 30.  
Pres. Harrison, Dollar, June 30.  
Emp. of Asia, C.P.S., July 2.  
Michigan, States S.S., July 2.  
Pres. Jackson, Dollar, July 2.  
Tjilboet, J.C.J.L., July 2.  
St. Albans, E. & A., July 5.  
Pres. Taft, Dollar, July 6.  
Machao, B.F., July 8.  
McCaister Castle, Dwell's, July 10.  
Saarland, J.C.J.L., July 13.  
Pres. Johnson, Dollar, July 14.  
Chronos, Dodwell's, July 15.  
Taiping, B. & S., July 15.  
Tjikini, J.C.J.L., July 18.

**MARSEILLES.**

Cañon, Gilman's, June 23.  
Rajputana, P. & O., June 22.  
Main, Melchers, June 23.  
Perseus, B.F., June 25.  
Kashima Maru, N.Y.K., June 29.  
Perim, P. & O., June 29.  
Pres. Harrison, Dollar, June 30.  
General Mettinger, M.M., July 2.  
Kashgar, P. & O., July 9.  
Sarpedon, B.F., July 10.  
Hakone Maru, N.Y.K., July 13.  
Saarland, J.C.J.L., July 13.  
Pres. Johnson, Dollar, July 14.  
Andre Lebon, M.M., July 16.  
Lahn, Melchers, July 17.

**NAPLES.**

Pres. Harrison, Dollar, June 30.  
Pres. Johnson, Dollar, July 15.

**NEWCHWANG.**

Luchow, B. & S., June 23.

**NEW YORK, BOSTON, etc.**

Javanese Prince, Furness, June 19.  
Takaoka Maru, N.Y.K., June 19.  
Larchbank, Bank, June 21.  
Pres. Harrison, Dollar, June 30.  
British Prince, Furness, July 4.  
Tatsuno Maru, N.Y.K., July 4.  
Machao, B.F., July 8.  
McCaister Castle, Dwell's, July 10.  
Pres. Johnson, Dollar, July 14.  
City of Mandalay, Bank, July 15.  
Japanese Prince, Furness, July 18.

**NORTH CHINA.**

Danmark, Mannes, June 20.  
Protisilans, B.F., June 20.  
Derfingler, Melchers, July 2.  
Isar, Melchers, July 13.

**ORAN.**

Main, Melchers, June 23.  
Lahn, Melchers, July 17.

**OSLO.**

Canton, Gilman's, June 30.

**PANAMA.**

Takaoka Maru, N.Y.K., June 19.  
Takaoka Maru, N.Y.K., July 4.  
Edips, States S.S., July 7.  
Anyo Maru, N.Y.K., July 9.

**PENANG.**

Yusanag, Jardine's, June 19.  
Van Heutz, J.C.J.L., June 20.  
Rajputana, P. & O., June 22.  
Gurna, B.I., June 23.  
Tattori Maru, N.Y.K., June 27.  
Kashima Maru, N.Y.K., June 29.  
Perim, P. & O., June 29.  
Pres. Harrison, Dollar, June 30.  
Santhia, B.I., July 4.  
Kashgar, P. & O., July 9.  
Genoa Maru, N.Y.K., July 8.  
Mirzapore, P. & O., July 9.  
Hakone Maru, N.Y.K., July 11.  
Hakone Maru, N.Y.K., July 13.  
Pres. Johnson, Dollar, July 14.  
Alipore, P. & O., July 19.

**PLYMOUTH.**

Rajputana, P. & O., June 22.

**PORTLAND.**

Iowa, S.S.S., June 20.  
Kentucky, S.S.S., June 20.

**RABAT.**

Calulu, Dodwell's, June 22.  
Bremerhaven, Melchers, July 17.

**RANGOON.**

Yamagata Maru, N.Y.K., June 29.  
Genoa Maru, N.Y.K., July 8.

**SAIGON.**

General Mettinger, M.M., July 2.  
Andre Lebon, M.M., July 16.

**SANDAKAN.**

Calulu, Dodwell's, June 22.  
Hinsang, Jardine's, June 23.  
St. Albans, E. & A., July 5.  
Mausang, Jardine's, July 10.  
Chronos, Dodwell's, July 15.

**SAN FRANCISCO.**

Iowa, S.S.S., June 20.  
Kentucky, S.S.S., June 20.  
Pres. Pierce, Dollar, July 2.  
Golden Sun, States S.S., July 6.  
Shinyo Maru, N.Y.K., July 10.  
Pres. Taft, Dollar, July 16.

**SCANDINAVIAN PORTS.**

Malaya, Mannes, June 24.  
Canton, Gilman's, June 30.  
Siam, Mannes, June 30.

**SEATTLE.**

Protisilans, B.F., June 20.  
Pres. Madison, Dollar, June 25.  
Yokohama Maru, N.Y.K., July 1.  
Pres. Jackson, A.M.L., July 9.  
Tathylbus, B.F., July 11.

**SHANGHAI.**

Shantung, B. & S., June 19.  
Yatsing, Jardine's, June 19.  
Aki Maru, N.Y.K., June 20.  
Glenog, Jardine's, June 21.  
Glenog, Jardine's, June 22.  
Nagara, Gilman's, June 28.  
Aldington Court, Jar., July 10.  
Achilles, B.F., June 21.  
Bellerophon, B.F., June 21.  
Glenog, Jardine's, June 21.  
Khiva, P. & O., June 21.  
Kueichow, B. & S., July 11.

**SHANGHAI.**

Bellerophon, B.F., June 19.  
Achilles, B.F., June 21.  
Glenog, Jardine's, June 21.  
Glenog, Jardine's, June 22.  
Nagara, Gilman's, June 28.  
Aldington Court, Jar., July 10.  
Achilles, B.F., June 21.  
Bellerophon, B.F., June 21.  
Glenog, Jardine's, June 21.  
Khiva, P. & O., June 21.  
Kueichow, B. & S., July 11.

**SHANGHAI.**

Bellerophon, B.F., June 19.  
Achilles, B.F., June 21.  
Glenog, Jardine's, June 21.  
Glenog, Jardine's, June 22.  
Nagara, Gilman's, June 28.  
Aldington Court, Jar., July 10.  
Achilles, B.F., June 21.  
Bellerophon, B.F., June 21.  
Glenog, Jardine's, June 21.  
Khiva, P. & O., June 21.  
Kueichow, B. & S., July 11.

**SHANGHAI.**

Bellerophon, B.F., June 19.  
Achilles, B.F., June 21.  
Glenog, Jardine's, June 21.  
Glenog, Jardine's, June 22.  
Nagara, Gilman's, June 28.  
Aldington Court, Jar., July 10.  
Achilles, B.F., June 21.  
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SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	June 28	July 2	July 4	July 10	July 18
EMPEROR OF ASIA	July 10	July 13	July 15	July 21	July 27
EMPEROR OF FRANCE	July 21	July 24	July 26	July 31	Aug. 6
EMPEROR OF RUSSIA	Aug. 31	Sept. 3	Sept. 5	Sept. 10	Sept. 17
EMPEROR OF ASIA	Sept. 10	Sept. 13	Sept. 15	Sept. 20	Sept. 26
EMPEROR OF FRANCE	Sept. 20	Sept. 23	Sept. 25	Sept. 30	Oct. 6
EMPEROR OF RUSSIA	Oct. 6	Oct. 9	Oct. 11	Oct. 16	Oct. 22
EMPEROR OF ASIA	Oct. 16	Oct. 19	Oct. 21	Oct. 26	Nov. 1
EMPEROR OF FRANCE	Oct. 26	Oct. 29	Oct. 31	Nov. 5	Nov. 11
EMPEROR OF RUSSIA	Nov. 11	Nov. 14	Nov. 16	Nov. 21	Nov. 27
EMPEROR OF ASIA	Nov. 27	Nov. 30	Dec. 2	Dec. 7	Dec. 13
EMPEROR OF FRANCE	Dec. 13	Dec. 16	Dec. 18	Dec. 23	Dec. 29
EMPEROR OF RUSSIA	Dec. 29	Jan. 1	Jan. 3	Jan. 8	Jan. 14
EMPEROR OF ASIA	Jan. 14	Jan. 17	Jan. 19	Jan. 24	Jan. 30
EMPEROR OF FRANCE	Jan. 30	Feb. 2	Feb. 4	Feb. 9	Feb. 15
EMPEROR OF RUSSIA	Feb. 15	Feb. 18	Feb. 20	Feb. 25	Feb. 31

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
July 2	July 4	July 5	July 7
July 23	July 25	July 26	July 28

## CANADIAN PACIFIC EXPRESS

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PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.  
2150, 2112, 2110, 2102, 233: VIA SAN FRANCISCO.  
205, 230-10 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

SHINYO MARU ... Wednesday, 19th July

SIBERIA MARU ... Wednesday, 24th July

SEATTLE, VICTORIA via Shanghai &amp; Japan Ports.

YOKOHAMA MARU ... Monday, 1st July

MISHIMA MARU ... Monday, 29th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo &amp; Suez.

KASHIMA MARU ... Saturday, 29th June

HAKONE MARU ... Saturday, 13th July

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

TANGO MARU ... Wednesday, 26th June

AKI MARU ... Wednesday, 24th July

RUMBAI via Singapore, Penang &amp; Colombo

TOTTORI MARU ... Thursday, 27th June

AYA MARU ... Thursday, 11th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 9th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town &amp; Ports.

KAMAKURA MARU ... Tuesday, 9th July

NEW YORK, BOSTON, HAVANA via PANAMA.

TAKAOKA MARU ... Wednesday, 19th June

TATSUNO MARU ... Thursday, 4th July

LIVERPOOL via Port Said, Constantinople, Genoa &amp;

Marseilles

DURBAN MARU ... Saturday, 29th July

CALCUTTA via Singapore, Penang &amp; Rangoon.

YAMAGATA MARU ... Saturday, 29th June

GENOA MARU ... Monday, 8th July

SHANGHAI, KOBE &amp; YOKOHAMA.

AKI MARU (Nagasaki direct) ... Thursday, 20th June

FUSHIMI MARU ... Monday, 24th June

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to

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Telephone: C. No. 292 and 3897. (Private exchanges to all Dept.)



KONINKLYKE PAKETVAART  
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

## "VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and  
PENANG, on 20th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
Service to destinations in the Netherlands East Indies  
and Australia.

Agents:  
JAVA-CHINA-JAPAN-LIJN.  
Telephone 1574. YONG BUILDING, CHINA ROAD

## Shipping News Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

IMPORTS 23,400 TONS;  
THROUGH CARGO  
34,000 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were as follows:—

British	H.K.	Ports.
Tamagawa	San Pedro	8,500
Chekiang	Canton	—
Apcey	Hongay	4,000
Hangang	Tsingtao	150
Team	Haiphong	1,830
Alipore	Bombay	120
Linan	Shanghai	180
Empress of Russia	Vancouver	1,500
American	Los Angeles	670
Washington	Astoria	2,000
German	Hamburg	2,500
Danish	Copenhagen	1,150
Japanese	Celebes Maru	1,730
Sagami Maru	Keelung	1,000
Chinese	Shiu Hing	20
Cheung Kong	Tourane	290
Shun Chih	Saigon	1,500
Total		23,400

Arrivals and Departures.  
The arrivals and departures during the period under review were as follows:—

Arr.	Dep.
British	10
Japanese	2
Norwegian	0
Chinese	4
Danish	1
French	0
German	2
American	2
Total	21

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## DAILY WATERFRONT NEWS.

## DERELICT JUNK AWASH.

A notification to Mariners at the Harbour Office states that a report was received from the master of the s.s. Hangsang (Br.) from Tangtiao and Swatow, that a derelict junk was sighted awash in Lat. 23.31 and Long. 112.02, and is considered dangerous to navigation. The derelict has also been reported by the masters of the s.s. Borelia (British) from Balikpapan and Shanghai and the s.s. Linan (British) from Shanghai and Amoy.

## A New British Arrival.

Arriving here in ballast from Newcastle-on-Tyne and Bangkok the s.s. Hampstead (British) made her first visit to this port. The vessel took in a supply of coal and left yesterday for Vladivostok to which port she was originally chartered. She is owned by Messrs. Watts Company, Limited, of Stockton, and Messrs. Dodwell & Company are the agents.

She was built by Messrs. Richardson Duck & Company of Stockton in 1906 as the s.s. Glofield and later renamed the s.s. Achilister. Her engines which develop 335 N.H.P. were installed by Messrs. Bield & Company. Her net tonnage is 2,930 and gross 4,355 tons; Length 335.2 ft., Beam 31.1 ft., and depth 20.8 ft.

## Captain Robert Anderson is in command with a crew of 43 Britishers.

## Bower Anchor Lost.

The master of the s.s. Apcey (British) arriving from Hongay reports the loss of the starboard bower anchor and 15 fathoms of cable at sea.

## No Clearance Permit.

The master of the Japanese motor-schooner Hoshun Maru was fined \$30 (or one month's imprisonment) on pleading guilty to leaving the port without a clearance permit. He was stopped and arrested by Lance-Sergeant Woods outside Green Island.

## Boatman Fined.

The master of a fishing boat was fined \$15 by Mr. T. S. Whyte Smith at Kowloon Magistracy for being in possession of three sticks of dynamite, two detonators and a number of fuses.

## Atlantic Deck Passengers.

The following vessels brought Atlantic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

Hangsang (Br.)	Tsingtao and Swatow	15
Tean (Br.)	Haiphong and Hoihow	15
Shun Chih (Chinese)	Saigon	308
Total		338

## AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE AND ADELAIDE  
Via MANILA, SANDAKAN, BALIKPAPAN,  
RABAU and TULAGI

S.S. "CALULU" ... sails on or about ... 22nd June  
S.S. "CHRONOS" ... sails on or about ... 15th July

For Freight and Passages, Apply to—  
DODWELL & CO., LTD.  
Queen's Building. Tel. C. 1030.

## BANK LINE LTD. AGENTS FOR ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE  
"CITY OF CAMBRIDGE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th July  
"CITY OF ATHENS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th August

NEW YORK, BOSTON & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE  
"CITY OF MANDALAY" ... via Suez Canal ... 15th July  
"CITY OF BEDFORD" ... via Suez Canal ... 9th August  
"CITY OF CANBERRA" ... via Suez Canal ... 10th Sept.

ALSO AGENTS FOR  
ANDREW WEIR & CO.  
SERVICES TO  
BOSTON, NEW YORK, PHILADELPHIA &  
BALTIMORE ..... AMERICAN & ORIENTAL LINE  
"LARCHBANK" ... 21st June

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE  
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
Mozel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Okinda,  
Inhambane, Zanzibar, Mombasa, Kilindini, Port Follath, Luanda Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—  
Telephone: Central 4791,  
227

## THE BANK LINE, LTD.

## ARRIVALS.

June 17.  
Hampstead, British str., 2,930 tons,  
Capt. Robert Anderson, from  
Bangkok, buoy No. A23.—Dod-  
well & Co.  
Pres. Madison, American str.,  
14,187 tons, Capt. Thor John-  
son, from Shanghai, Kowloon  
Wharf.—A.M.S.  
Sunkong, Chinese str., 332 tons,  
Capt. Lai Kwong, from Kwong  
Chow Wan, Saikong Wharf.—  
Man Yick.

June 18.  
Andre Lebon, French str., 13,681  
tons, Capt. Le Flalle, from  
Saigon, Kowloon Wharf.—M.  
M. & Co.

Angers, French str., 9,848 tons,  
Capt. Pruneyre, from Shang-  
hai, Kowloon Wharf.—M. M. &  
Co.  
Celebes Maru, Japanese str., 5,853  
tons, Capt. J. Ito, from Moji,  
Kowloon Wharf.—O.S.E.  
Chung Kong, Chinese str., 447 tons,  
Capt. Kwok Shau, from  
Touane, buoy No. C39.—Yau  
Lee S.S. & Co.  
Lim Chow, French str., 1,416 tons,  
Capt. Morganti, from Hei-  
how, buoy No. C40.—Sing Kee  
Linan, British str., 1,338 tons,  
Capt. W. J. Larter, from  
Amoy, buoy No. B12.—B. & S.  
Rheinland, German str., 3,621 tons,  
Capt. W. Metzenthein, from  
Singapore, Kowloon Wharf.—  
Jensen & Co.  
Telomachus, British str., 1,340 tons,  
Capt. A. Hall, from Saigon,  
buoy No. A22.—Wo Fat Sing.

## CLEARANCES.

June 18.  
Andre Lebon, for Shanghai.  
Angers, for Saigon.  
Celebes Maru, for Singapore.  
Chinhua, for Hoihow.  
Emp. of Russia, for Manila.  
Gogovale, for Shanghai.  
Haining, for Swatow.  
Hampstead, for Vladivostok.  
Kathe, for Newchwang.  
Linan, for Canton.  
Pres. Madison, for Manila.  
Pruneyre, for Saigon.  
Sunkong, for K. C. Wan.  
Sunning, for Amoy.  
Tamahua, for San Pedro.  
Tjaskak, for Manila.  
Wing Lee, for K. C. Wan.  
Yat Shing, for Swatow.  
Yuensang, for Singapore.  
Zoema, for Manila.

## DON'T LEAVE HONG KONG

without giving an  
Order for the  
Weekly Press to  
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Address for

THREE MONTHS ..... \$3.75  
SIX MONTHS ..... \$7.50  
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## 11, Ice House Street.

## P. &amp; O., British India Apear and Eastern &amp; Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR  
TRAITS, JAVA, BUKA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-  
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEVANTINE PORTS, EUROPE, ETC.  
PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RAJPUTANA"	15,588	22nd June, Noon	Bombay, Marseilles & L'don.
"PARIM"	7,548	29th June	Mars. L'don. A.werp, B'ham, BR'g.
"KASHGAR"	9,005	6th July	Marseilles, London and Hull.
"MIRZAPORE"	5,718	13th July	Straita, Colombo & Bombay
"ALPORE"	5,872	19th July	Straita, Colombo & Bombay
"KEIWA"	9,135	30th July	Marseilles and London
"KEYBER"	9,114	3rd Aug.	Marseilles, London and Hull.
"KIDDERPORE"	5,334	15th Aug.	Straita, Colombo & Bombay
"MALWA"	10,980	17th Aug.	Bombay, Marseilles and London.
"KASHMIR"	9,853	31st Aug.	Marseilles, London and Hull.
"MOREA"	10,953	14th Sept.	Bombay, Marseilles and London
"MANTUA"	10,948	29th Sept.	Bombay, Marseilles and London
"MIRZAPORE"	5,718	2nd Oct.	Straita, Colombo & Bombay
"ALPORE"	5,872	9th Oct.	Straita, Colombo & Bombay
"KARMALA"	9,123	12th Oct.	Marseilles and London.
"KIDDERPORE"	5,334	23rd Oct.	Straita, Colombo & Bombay
"KALYAN"	9,144	30th Oct.	Marseilles and London.
"MACEDONIA"	11,120	9th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,005	23rd Nov.	Marseilles and London.
"RAWALPINDI"	16,619	7th Dec.	do.
"MALWA"	10,980	21st Dec.	do.

\* Cargo only. + Calls Casablanca. † Calls Karachi.  
Frequent connections from Port Said for Passengers and Cargo to Con-  
stantinople, P'ra, Smyrna, and other Levant Ports by steamers of  
the Redial Mail Steamship Co.

## BRITISH INDIA-APOAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"GUANA"	5,248	26th June, 5 p.m.	Singapore, Penang & Calcutta
"SANTIA"	7,784	4th July	do.
"TILAWA"	10,006	24th July	do.
"TALAMBA"	9,018	30th July	do.
"SIRDEHANA"	7,745	29th July	do.
"TAKLIWA"	7,336	8th Aug.	do.
"TALMA"	10,000	21st Aug.	do.

\* Cargo only. † Calls Casablanca. ‡ Calls Karachi.  
B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd  
class passengers. All steamers are fitted with wireless and carry  
a qualified surgeon.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	5th July	Manila, Sandakan, Thursday
"ARAFUBA"	6,000	2nd Aug.	Island, Townsville, Brisbane,
"TANDA"	6,956	30th Aug.	Sydney and Melbourne.
"ST. ALBANS"	4,500	4th Oct.	do.
"ARAFUBA"	6,000	1st Nov.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.  
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, H'k, Cebu,  
Kobayama, Tawau, Timor, Darwin, or other ports en route as induc-  
ment offered.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand,  
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The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping



